REGISTERED No. 61—1871.

The Bombay Gazette.

No. 7,278.—New Series. BOMBAY :—THURSDAY, JUNE 6, 1872. Subscription in Advance { For a Year .....Rs. 42 / For Six Months.. ...Rs. 24 } Including Postage.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale :—

One Year, *in advance*	Rs. 42
Half Year ,,	,, 24
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TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do	,, 2 8
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line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do	4½ ,, ,,
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in the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time, special contracts may be made.

Domestic Occurrences : Each—Rupee 1.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship ORIENTAL, 1,481 Tons, 200 H.P., Commander H. T. Dickenson, will be despatched on THURSDAY, the 13th June 1872, at 4 P.M.

June 1872.		June 1872.	
Leave BOMBAY	13	Leave Colombo	22
,, Carwar	15	,, Galle	23
,, Mangalore*	16	,, Tuticorin	26
,, Cannanore*	17	,, Pondicherry	27
,, Tellicherry*	17	,, Madras	29
,, Calicut*	18	,, Coconada	July 1
,, Beypore*	18	,, Visagapatam	2
,, Narrakal	19	,, Bimlipatam	3
,, Cochin	19	,, Cocanada*	4
,, Alleppy*	20	,, False Point	4
,, Tuticorin	21	Arrive CALCUTTA	7

During the 60th Year (1872), viz. from 16th May 1872, to the end of August, it is uncertain whether communication can be maintained with the ports of Ratnagherry, Vingorla, Mangalore, Cannanore, Tellicherry, Beypore, Calicut, and Alleppy. The Steamers, however, will call at these ports weather permitting, but passengers for the Neilgherries may be landed at Narrakal six miles south of Cochin, from whence the journey by land may be proceed by back water to stations on the Madras Railway.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

Interchanging Cargo and Passengers at Bussora, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAHOMERAH, and BUSSORAH.

The Steam-ship ETHIOPIA, 1,132 Tons, 200 H. P., Commander T. Saunders, will be despatched on WEDNESDAY, the 5th of June 1872, at noon.

June 1872.		June 1872.	
Leave BOMBAY	5	Leave BUSSORAH	24
Arrive Kurrachee	8	Arrive Fao	26
,, Guadur	10	,, Bushire	26
,, Muscat	12	,, Bunder	28
,, Bunder Abbas	14	,, Linga	30
,, Linga	16	,, Bunder Abbas	July 2
,, Bushire	20	,, Muscat	6
,, Fao	20	,, Guadur	8
,, BUSSORAH	21	,, Kurrachee	8
		,, BOMBAY	12

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

TEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited) have a Contract with Government, and in connection with the Weekly Service from England, despatch a Steamer to Kurrachee every WEDNESDAY commencing from 29th May, 1872.

The Steam-ship KURRACHEE, 810 Tons, 120 H. P., Commander J. Ayers, will be despatched on WEDNESDAY, the 12th June, 1872, at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

"WILSON LINE."

LIVERPOOL VIA SUEZ CANAL.

TO SAIL ABOUT 10TH JUNE.

THE fine s.s. YEDDO, 1,800 Tons, 250 H.P. nominal, Captain J. F. A. Anderson, will be despatched as above. She has excellent accommodation for 1st and 2nd Class Passengers, and carries a Surgeon and Stewardess.

FARES EXCLUDING WINES, &c.

TO LIVERPOOL, 1st Class	Rs.	500
Ditto 2nd ,,	,,	300
TO SUEZ 1st ,,	,,	300

For plans and further particulars apply to

GRINDLAY, GROOM & Co., Bombay.

N.B.—To be followed by the XANTHO.

STEAM COMMUNICATION WITH ITALY.

(VIA SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA. The regular Steamers leave

GENOA on the 24th, and BOMBAY on the 1st of each month.

PASSENGER RATES.

Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.
To Aden	£23	£15	£4
Suez	36	22	8
Port Said	38	24	8
Alexandria	39	25	9-10
Messina	50	34	14
Naples	50	34	14
Leghorn	50	34	14
Genoa	50	34	14
Marseilles (transhipment at Genoa)	52	35	14-10

Including Wines. Without Port.

Children under 3 years, free of charge.
Children not above 10 years, half fare.
Next Steamers from Bombay :—

ARABIA, on MONDAY, 1st July 1872.

PERSIA, on THURSDAY, 1st August 1872.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,
Agents Rubattino Steam Navigation Company.

Bombay, 30th September 1871.

LIVERPOOL VIA SUEZ CANAL.

A SURGEON required for the s.s. YEDDO, sailing on 10th June.—Apply with full particulars to

GRINDLAY, GROOM, & Co.

CONSIGNEES of CARGO per s.s. YEDDO, lately arrived from London, are requested, before taking delivery of their Goods, to PRODUCE INVOICES, and to PAY a DEPOSIT of ONE PER CENT. on the value. The Average Bond is now lying at our Office for signature.

W. & A. GRAHAM & Co.,
Agents s.s. Yeddo.

Bombay, 3rd June 1872.

Messrs. RAMCHUNDER MAHADEO & Co.,
OLD COMMISSARIAT BUILDINGS,
ELPHINSTONE CIRCLE,

BEG respectfully to invite the attention of MERCHANTS, ENGINEERS, CONTRACTORS, and the Public in general to their large Stock of MOULMEIN TEAK, Squared Logs and Scantlings, Boards, Planks, &c., of various sizes.

GALVANIZED CORRUGATED IRON SHEETS, of different sizes and gauges.

RIDGE CAPPINGS.
MILLED SHEET LEAD, of different weights.
PERFORATED ZINC SHEETS.

Indents executed for all descriptions of Building Materials and forwarded to Outstations.

Every article supplied guaranteed to be of the best quality and at market rates.

Orders from Outstations will meet with prompt execution, and be carried out in a manner which they trust will meet with approbation and a continuance of favours.

ADVERTISING AT RAILWAY STATIONS.

THE Proprietor of the "Bombay Gazette" Press having leased (among other privileges) from the Great Indian Peninsula Railway Company, and the Bombay, Baroda, and Central India Railway Company, the exclusive right of advertising at all the Railway Stations belonging to these two Companies, is prepared to contract with parties desirous of posting Notices or Advertisements on the lines.

The announcements may be in English or in any of the Native languages.

The advantages which Railway Stations present as a means of bringing intimation of all kinds before the Public have been demonstrated in England by the extensive use which is made by Advertisers, of every station, great and small, along every line in the United Kingdom.

Insurance Companies, Shipping Companies, Hotel-keepers, Merchants, Traders, and others who wish to force their business, on the notice of the Public, all alike value the privilege of Railway Station Advertising.

There is no reason why the privilege should not be also specially valuable to Advertisers in India. Looking to the great and increasing number of Native Railway Passengers on the two trunk lines of Western India, native merchants, traders, &c., seeing that they have the privilege of advertising in their own language, would find the publication of their announcement at Railway Stations a decided means of extending their business.

And as nearly All Travellers arriving in India now land at Bombay, and proceed by the G. I. P. or B. B. and C. I. Railways to their destination, Placards exhibited at the different Stations on those lines are every day becoming more and more valuable as means of bringing the Advertisers' business to the notice of the Public.

Advertisers can select the Stations, on either line, at which they wish their Placards posted, and may advertise for any period that may be agreed on. The charges have been fixed on an extremely moderate scale to encourage Advertisers to make a liberal use of the new means now offered of making announcements known to the Public.

Placards, according to the taste of Advertisers, may be printed at the "Bombay Gazette" Press.

SHIPPING.

OVERLAND ROUTE.

On Friday, the 7th June, at 3 P.M., from Masagon.

THE P. & O. Co.'s s. s. ORISSA, (1,646 tons, and 300 H.P.) Captain F. S. Tomlin, will LEAVE for SUEZ as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Brindisi, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Venice, Odessa, Constantinople, Ancona, Marseilles, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal in their own steamers, or in vessels employed for the purpose.

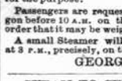
Passengers are requested to send their heavy baggage to Masagon before 10 A.M. on the day of the Steamer's departure, in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Masagon at 3 P.M., precisely, on the day of sailing.

GEORGE F. HENRY, Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Monday, the 17th June, at 3 P.M., from Masagon.



THE P. and O. Co.'s s. s. TRAVANCORE (1,900 tons and 400 H.P.), Captain C. H. Eastley, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's office before noon, on Friday, the 14th June.

GEORGE F. HENRY, Superintendent.

EXTRA STEAMER TO CHINA.

THE s.s. EMEU (1,538 tons and 200 H.P.), Captain Geo. Lee, will be despatched to CHINA on MONDAY, the 10th June, at noon, calling at Singapore.

For Freight or Passage apply to

GEORGE F. HENRY,
Superintendent P. and O. Company.

S.S. NEERA

WILL sail for CALCUTTA on or about the 7TH JUNE. For Freight apply to

STEARNS, HOBART, & Co.

Bombay, 29th May 1872.

HOTELS.

GREAT EASTERN HOTEL.
WINE & GENERAL PURVEYING COMPANY (Ld.)

CALCUTTA AND ALLAHABAD.

UNDER EXPERIENCED EUROPEAN MANAGEMENT.

First Class ACCOMMODATION ; with WINES, SPIRITS, and BEER of the best quality only, at reasonable prices.

A NEW HAT FOR CIVILIANS
Has been introduced by
J. ELLWOOD AND SONS,
Sole Inventors, Patentees, and Manufacturers of the AIR-CHAMBER HELMETS,
Which are universally acknowledged as so great a boon by all residents in hot climates.

The NEW HAT has the advantage of the AIR-CHAMBER PRINCIPLE,
combined with greater capabilities of adapting itself to the form of the head than any Hat hitherto in use, being at the same time neat in appearance and very light in weight.

J. ELLWOOD AND SONS
Are also Sole Manufacturers of the
INDIAN REGULATION CORK HELMETS WITHOUT INDIA-RUBBER.
Manufactory—24, GT. CHARLOTTE ST., BLACKFRIARS, S.E.
Sample Rooms—98, GRACECHURCH STREET, E.C., LONDON.

ENGLISH GOODS
(Via Suez Canal)
AT CHEAPEST RATES.
D. NICHOLSON & COMPANY,
SILK, WOOLLEN AND MANCHESTER WAREHOUSEMEN
India, Colonial and Foreign Outfitters,
50 TO 52, & 52, ST. PAUL'S CHURCHYARD,
(Corner of Cheapside), LONDON.
ESTABLISHED 1843,

Invite attention to their Illustrated 120 page Catalogue, sent post free, containing full particulars as to WOOLLEN, SILK and COTTON GOODS of every description.

LADIES' CLOTHING, LINENS, HOSIERY, GLOVES, RIBBONS, HABERDASHERY, JEWELLERY, &c.

Contractors for Military and Police Clothing and Accoutrements.

Household Furniture, Musical Instruments, Ironmongery, Fire-arms, Agricultural Implements, Cutlery, Carriages, Saddlery and Harness,	Boots and Shoes, Wines, Ales, Beers, Preserved Provisions, Stationery, Books, Toys, &c., &c.

Shipped at Lowest Export Prices.

Sole Agents for the "Wanzer" and the "Gresham" Sewing Machines for the City of London.

Foreign Produce disposed of for a Commission of 2½ per cent.

Price Lists can be had of Messrs. Wheatley & Co., Bombay, and at the office of the English Church Newspaper, Calcutta.

D. NICHOLSON & CO.,
50, 51 & 52, ST. PAUL'S CHURCHYARD, LONDON.

Terms.—Net cash on delivery, but 50 per cent. to accompany Indents, and balance against Bills of Lading.

Special advantages to Hotel Keepers and Regimental Messes.

WHITMORE'S COMPOUND LINIMENT OF ARNICA.—A Specific for the cure of Rheumatism, Lumbago, Sciatica, Sprains, Contusions, Weakness of the Joints, Chilblains, &c. It is also an excellent remedy as a stimulating application to the surface of the Chest and Back in Bronchitis, Inflammation of the Lungs, Pulmonary Consumption, and Hooping Cough. When the Liver is inactive, rubbed over it, its stimulating properties have a beneficial effect, and in all cases where counter-irritation is desirable, it will be found invaluable. In small, medium, and large.

Wilkinson's Bronchio-Thoracic Lozenges.

Prepared from the receipt of an eminent Physician, and experience has fully justified their recommendation as the most speedy remedy in irritation of the Throat, Catarrhal Coughs, Bronchitis, Incipient Consumption, Spitting of Blood, &c. To public Speakers and Vocalists they will be found invaluable, as they impart a clear and beautiful tone to the voice. Free from any preparation of Opium, and of an agreeable taste, they are applicable to all.

Whitmore's Stomachic and Liver Pills.

No Pill is so efficacious in promoting digestion, strengthening the S tomach, correcting Acidity, preventing or removing Headache, Giddiness, &c., arising from a Costive Habit, Debilitated Stomach, or Torpid Liver. In bottles, small, medium, and large.

They require no change of diet, and those of the most delicate constitution may take them with safety.

Taken as an adjunct with Wilkinson's Sarsaparilla with the greatest success.

Prepared only by Thomas Wilkinson, 270, Regent Street, London.

Bombay :

Wholesale and Retail Agents, Treacher & Co., Limited, Medical Hall, Byculla, and Fort. Poona.

And of the principal Firms in India and the Colonies.

D. HOGARTH & CO.'S
CELEBRATED
PRESERVED PROVISIONS,
Ready for immediate use.
Real Turtle, Mock Turtle, Hare, Ox Tail, Julienne and Palestine Soups.
Scotch Salmon, Salmon Cutlets.
Kippered Salmon.
Fresh Herrings, Mackarel, Findon Haddocks, Lobsters, Oysters, Sardines.
Preserved Meats of all kinds.
[York Hams, Bacon.
Truffled Patés, Oxford Sausages, Bologna Sausages.
Pickles, Sauces.
Bottled Fruits, Table Jellies, Jams, Jellies and Scotch Marmalades, Dessert Fruits.
And Oilmen's Stores of every description and of the finest quality
Price Lists forwarded on application to
D. HOGARTH & Co.,
"BON ACCORD" WHARF, 223, WAPPING, LONDON, and at ABERDEEN.
Manufacturers by special appointment to H. M.'s Navy at the Royal Victoria Yard, DEPTFORD.

J. & E. ATKINSON,
WHOLESALE AND EXPORT PERFUMERS, AND FANCY SOAP MANUFACTURERS,
24, OLD BOND STREET, LONDON.
ESTABLISHED 1799.

Prize Medals, London, 1862 ; Paris, 1867.
"Cordova Exhibition, 1872.—Messrs. J. & E. Atkinson's Goods obtained the only Medal for Perfumery."

ATKINSON'S CELEBRATED WHITE ROSE AND OTHER PERFUMES.
ATKINSON'S CELEBRATED EAU DE COLOGNE.
ATKINSON'S CELEBRATED BROWN WINDSOR SOAP, &c.
N.B.—All Perfumes, Lavender Waters, Eau de Cologne, &c., manufactured "in Bond," and shipped duty free at great reduction.
PRICE LIST ON APPLICATION.
CAUTION.—Many spurious imitations are now sold of Messrs. J. & E. Atkinson's Goods ; orders should therefore be sent direct or through commission houses of repute. Their goods may be had of all respectable dealers throughout India and China.

LEA AND PERRINS'
CELEBRATED
WORCESTERSHIRE SAUCE.
Declared by Connoisseurs
TO BE
THE ONLY GOOD SAUCE.

Caution against Fraud.

The success of this most delicious and unrivalled Condiment having caused certain dealers to apply the name of "Worcestershire Sauce" to their own inferior compounds, the Public is hereby informed that the only way to secure the genuine, is to
ASK FOR LEA AND PERRINS' SAUCE,
and to see that their names are upon the *wrapper, labels, stopper* and *bottle*.

Some of the foreign markets having been supplied with a spurious Worcestershire Sauce, upon the wrapper and labels of which the names of Lea and Perrins have been forged, L. and P. give notice that they have furnished their Correspondents with power of attorney to take instant prosecutions against *Manufacturers* and *Vendors* of such, or any other imitations by which their right may be infringed.

Ask for Lea & Perrins' Sauce, and see Name on Wrapper, Label, Bottle, and Stopper.

Wholesale and for Export by the Proprietors, Worcester, Crosse and Blackwell, London, &c., &c., and by Grocers and Oilmen universally.

NEW ADVERTISEMENTS.

MUSICAL ART UNION OF INDIA.

SUBSCRIPTION—TWO RUPEES.

SUBSCRIBERS are entitled to SELECT the value of their Subscriptions in NEW MUSIC at the English Marked Price, and may realize without further outlay valuable prizes of Musical Instruments, Pianofortes, Harmoniums, Musical Boxes, &c., &c. Prospectuses, Lists of Music, &c., can be obtained from the Secretary.

ALLEYNE E. D. FARR,
Organist of Trinity Church, Bombay.

THEATRE ROYAL, GRANT ROAD.

SATURDAY, 8TH JUNE.

MR. AND MRS. BENNEE,
AND
THE MEMBERS OF THE BOMBAY DRAMATIC SOCIETY,
BY SPECIAL DESIRE IN
THE LADY OF LYONS.

BOX PLAN MAY BE SEEN, AND TICKETS SECURED AT MESSRS SOUNDY & Co.

THE PARSEE ELPHINSTONE DRAMATIC CLUB
WILL APPEAR FOR THE TWENTY-FIFTH TIME THIS SEASON ON THE BOARDS OF THE
GRANT ROAD THEATRE,
TO-NIGHT, THURSDAY, 6TH JUNE,
GOOLNAR THE CHASTE,
FOR THE LAST TIME.

PRICES OF ADMISSION AS USUAL.

NOTICE OF REMOVAL.—Mrs. C. LAUDER, MILLINER and DRESS-MAKER, has REMOVED to No. 27, Meadow Street, the house formerly occupied by Ragoo Shamjee, and opposite the Oriental Bank Corporation.

NOTICE.—The AUCTION SALE of the following BOATS will take place at Tank Bunder on SATURDAY, the 8th inst., at 3 P.M.

Boat Nos. 222, 477, 622, 650, 808, 1042, 1093, 1109, 1129, 1142, 1287, 1307, 1249, 1277, 1332, 1464, 1476, 1481, 1817, 1904, 1926, 196 , 2011, 2159, 2161, 2139, 2194, 2250, 1888, 227 , 228 , 2377, 2389, 2410, 2427, 2526, 2532, 2724, 2713, 2840, 2834, 2929, 2939, 3119, 3137, 3224, 3351, 3421, 3637, 3641, 4763, 3519.

J. RYAN, Traffic Manager,
Government Bundrs.

Bombay, Carnac Bunder, 5th June 1872.

PHOTOGRAPHIC ALBUMS,
FOR VIEWS, SCRAPS, &c.,

Containing 25 leaves of stout card board, each being hung separately upon cloth, substantially bound in morocco, handsomely gilt-tooled, and gilt-edged.

11 in. by 9 in	Rs. 8	14 in. by 12 in	Rs. 18
12 ,, by 10 in	10	16 ,, by 14 ,,	24

THE ABOVE ARE VERY HANDSOME AND WELL-SUITED FOR PRESENTATION.

THACKER, VINING, & Co.

For Sale, at the Godowns of the Undersigned.

CUNLIFFE DOBSON & Co.'s

Champagne	at Rs.	40 per dozen.
Sherry	,,	25 ,,
St. Julien	,,	15 ,,
St. Estephe	,,	12 ,,
Medoc	,,	10 ,,

GORDON'S

Brown Sherry	,,	24 ,,

LARRONDE FRERES'

Marteaux	,,	15 ,,
Chateau Lafite	,,	20 ,,
Superior Old Cognac	,,	25 ,,

HUDSON & COLLINS'

Carlowitz Hungarian Wine	,,	15 ,,

W. McEWAN'S

Beer, quarts	,,	4½ ,,
,, pints	,,	2½ ,,

REMINGTON & Co.

PRICE LIST of WINES, &c., for SALE at the Godowns of the Undersigned :—

CHAMPAGNE :—

Real Dry Veuve Clicquot,	Rs.	40 per doz. quarts.
Ditto ditto	,,	42 per 2 doz. pints.

STILL HOCKS :—

Laubenheimer	Rs.	15 per doz. qts.
Liebfraumilch	,,	20 ,, ,,
Steinwein	,,	20 ,, ,,
Rüdesheimer	,,	24 ,, ,,
Johannisberger	,,	30 ,, ,,
Hochheimer Victoria Berg	,,	36 ,, ,,
Do. Do. Blue capsule	,,	45 ,, ,,

SPARKLING :—

Hock	Rs.	15 ,, ,,
Moselle	,,	15 ,, ,,

CLARETS :—

St. Estephe Medoc	,,	9 ,, ,,
St. Estephe	,,	8 ,, ,,
Chateau de Frands	,,	14 ,, ,,
Chateau Leoville	,,	24 ,, ,,
Chateau Lafite	,,	28 ,, ,,

VERMOUTH :—

At Rs. 15 and Rs. 20 per dozen, quarts.

BRANDY :—

Tricoche & Co., 1866	Rs.	18 ,, ,,
Ditto 1865	,,	20 ,, ,,
H. and C. Balaresque	,,	20 ,, ,,
G. Martineau	,,	20 ,, ,,
Blanchy Frères & Co.'s	,,	20 ,, ,,
Jules Robins & Co.'s	,,	22 & 24 ,,

BEER :—

Morway Pale Ale, in boxes of 3 dozen. ,, 5 ,,

MAAGBITTER :—

Rs. 20 per case of 2 dozen Pints.

ITALIAN WINES :—

Barbera Amaro Spumante (Sparkling)	,,	14 per doz. qts.
Barbera Amaro Secco	,,	14 ,, ,,
Brachetto	,,	14 ,, ,,
Passito Forzato	,,	14 ,, ,,
Moscato Bianco	,,	14 ,, ,,
Barolo	,,	14 ,, ,,
Nebiolo	,,	14 ,, ,,

CANDLES, SUPERIOR QUALITY :—

Carriage Candles at 6½ as. per packet of 6.
In small boxes of 24 packets.

GREEN CHEESE,

Weighing 1 and 2½ lb. each at Rs. 1 per lb.

FRESH ITALIAN FIGS.—(Reduced prices).

In boxes of about 20 lbs. Rs. 5 each.
In boxes of about 10 lbs. Rs. 3-8 each.
In tins and boxes of about 2 lbs. 8 as. each.

ITALIAN WINE AGENCY.

To arrive per steamer Arabia by the 15th inst. in Casks of about 150 Gallons at Rs. 140 per cask.

Orders for the above will be registered.

VOLKART BROTHERS.

Bombay, 1st June 1872.

SUPERIOR PALE BRANDIES,
From the Celebrated Distilleries of the
VINE-GROWERS' ASSOCIATION OF COGNAC.

	Cash. Rs. a.	Credit. Rs. a.
FINE OLD PALE COGNAC (Treacher's celebrated Heart Labelled, pure, soft and delicate) per doz.	27 0	30 0
Do. do. Pint Travelling Flasks ... do.	16 0	18 0
OLD PALE BRANDY, a spirit very superior to the lower brands of Hennessey, Martell, and others, commonly sold at same rate	24 0	27 0
OLD BRANDY ; a sound wholesome spirit	18 0	21 0

Exshaw's, Hennessey's, Martell's & Monnier's brands.

LONDON AND HOLLAND GINS ;
Superior Jamaica Rum ;
SCOTCH AND IRISH WHISKEYS ;
Choice Liqueurs and Cremos.

FRESH SHIPMENTS ON SALE BY THE AGENTS,
TREACHER & Co. (Limited).

VIRGINIA GABRIEL'S LATEST SONG,
"THE CHOICE."
In E. flat and G. 4s.
"First came a Count, who sigh'd as he laid at my feet a bouquet."

The above may be selected by Subscribers to the "Musical Art Union of India."

A. FARR, Secretary,
Organist of Trinity Church, Bombay.

SEVENTY YEARS OF SUCCESS

ROWLANDS' MACASSAR OIL

Possesses extraordinary properties for promoting the Growth, and improving and Beautifying the Human Hair.

Price 3s. 6d. and 7s. Family bottles (equal to 4 small), 10s. 6d., and double that size, 21s.

ROWLANDS' KALYDOR

Exerts the most soothing, cooling, and purifying action on the Skin, eradicates Freckles, Tan, Pimples, Spots, Discolouration, and other Cutaneous Visitations, and renders

THE SKIN SOFT, CLEAR AND BLOOMING.
Price 4s. 6d. and 8s. 6d. per bottle.

ROWLANDS' ODONTO,

Or Pearl Dentifrice, compounded of Oriental Ingredients, is of inestimable value in Improving and Beautifying the Teeth, Strengthening the Gums, and in rendering the Breath Pure and Fragrant. Price 2s. 9d. per box.

Sold by all Chemists and Bazaar Dealers.

☞ Ask for "ROWLANDS'" articles, and beware of spurious imitations under the same or similar names.

KEATING'S COUGH LOZENGES.

UPWARDS OF FIFTY YEARS' experience has fully confirmed the superior reputation of these Lozenges, in the cure of ASTHMA, WINTER COUGH, HOARSENESS, SHORTNESS of BREATH, and other PULMONARY MALADIES

KEATING'S WORM TABLETS.

A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering a well-known remedy for INTESTINAL or THREAD WORMS, and is especially adapted for children.

KEATING'S PERSIAN INSECT-DESTROYING POWDER.

Quite harmless to animals, but effectually destroys every species of insect in all stages of metamorphosis.

Sold in packets, tins, and bottles of various sizes by all Chemists and Druggists.

NOTICES.

LIST of ARTICLES MANUFACTURED by Prison Labour, for SALE at H. M.'s COMMON JAIL of Bombay, Oomercarry, at the following REDUCED PRICES, viz :—

Table Cloths	5½ ft. by 5½ ft.	Rs.	3 8	each.
Do.	6 ft. by 6 ft.	,,	4 0	do.
Do.	7 ft. by 7 ft.	,,	5 8	do.
Do.	9 ft. by 9 ft.	,,	9 0	do.
Table Napkins	15 in. by 15 in.	,,	1 8	per doz.
Do.	17 in. by 17 in.	,,	2 0	do.
Do.	20 in. by 20 in.	,,	2 8	do.
Do.	22 in. by 22 in.	,,	3 0	do.
Towels, Bathing	5 ft. by 3 ft.	,,	15 0	do.
Do. Medium size	4 ft. by 3 ft.	,,	12 0	do.
Do. Ordinary ,,	3 ft. by 3 ft.	,,	9 0	do.
Butlers' Towels with red border		,,	4 0	do.
Kitchen Towels with blue border		,,	3 0	do.

Fine Check and Stripe Cloth for Trowsers, 20 in. wide, at annas 9 per yard.
Ordinary do. do. for do. at annas 7 per yard.
Drill and Sheeting Cloths, at annas 7 per yard.
Stout Dungaree, 8s. 16 per piece of 30 yards.

N. B.—Other descriptions of Cloth made to order.

Terms.—Cash on delivery.

For further particulars apply at the Jail Office.

H. M.'s Common Jail of Bombay, Oomercarry, 20th May 1872.

BOMBAY FIRE INSURANCE COMPANY (Limited).—The above Company is prepared to EFFECT INSURANCES on the most favourable terms current in Bombay, and in addition returns insurers 2 per cent. of the Premiums on Yearly Policies, and 2½ per cent. of the Premiums on Policies for Shorter Periods.

FORBES & Co.,
Secretaries and Managers.

ANY PERSON INDEBTED to, or having CLAIMS against, the ESTATE of the late Captain C. E. HANBURY, Royal Artillery, is requested to communicate with the Undersigned within ONE MONTH from the 1st instant, after which no Claims will be admitted.

E. S. MILMAN, Major, R.H.A.,
President, Committee of Adjustment.

Secunderabad, 1st June 1872.

THE ESPLANADE HOTEL.

REDUCED RATES.

DURING the Monsoon months a greatly REDUCED SCALE of CHARGES for BOARD and LODGING will be OFFERED to PARTIES taking Apartments by the Month or for a specified TERM.

W. MAULE, Manager.

IN CHANCERY.

In the matter of the Companies' Acts of 1862 and 1867, and in the matter of the Life Assurance Companies' Act 1870, and in the matter of the EUROPEAN ASSURANCE SOCIETY.

All persons having claims against the European Assurance Society are required within THREE MONTHS from the date hereof to send their names and addresses and particulars of their debts or claims, and the names and addresses of their Solicitors, if any, to the Undersigned, as Attornies to Charles John Bunyon, William Polland Pattison, and Stephen Philpot Low, the Official Liquidators of the said Society, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.

GRINDLAY, GROOM, & Co.,
Attornies to the Official Liquidators,
European Assurance Society.

Bombay, 30th May 1872.

PERRY DAVIS' PAINKILLER.

CAUTION TO THE PUBLIC.

Messrs. ESSAJEE SONS, Bohra Shopkeepers in the Market near the New Cloth Bazaar, of this City, have for some time been manufacturing and selling a spurious article called Vegetable Painkiller, being a colourable imitation in bottles, colours and appearance of the celebrated Vegetable Painkiller widely known as Perry Davis' Vegetable Painkiller, and as such calculated to mislead the unwary. The Public is hereby cautioned against purchasing this spurious article. The only original and genuine Painkiller is that manufactured and sold by the Proprietors, Messrs. Perry Davis & Sons of Providence, Rhode Island, United States of America, and is to be obtained from all respectable Dealers and Chemists in Bombay and other Indian Cities, and Wholesale from us, the Undersigned.

None is genuine except signed by the Proprietors, Messrs. Perry Davis and Sons, and each bottle impressed with the word "Davis."

DOSSABHOY MERWANJEE & Co.,
Sole Agents for Messrs. Perry Davis & Sons,
Providence, R. I., U. S. America.

NOTICE to DEALERS, CONTRACTORS, MUNICIPALITIES, and other CONSUMERS of KEROSINE OIL, AMERICAN LUMBER, TOBACCO, &c.—We beg to inform the undermentioned GOODS are on the way from Boston FOR SALE in this Market,

Ex American Ship NONANTUM,
which has left Boston on the 5th March last, and
Ex American Barque DEVELANE,
via Mauritius, which left Boston on the 27th January last.

10,000 Cases KEROSINE OIL,
best refined, Devoe's packing in screw nozzle Tins.
600,000 to 700,000 Superficial Feet
LUMBER,
best quality, one, two and three inches thick.
142 Boxes Best Fresh
TOBACCO,
Leopold, Morgan and Powhatten Brand.
200 Cases Best Refined
SPIRITS OF TURPENTINE.
DOSSABHOY MERWANJEE & Co.,
No. 7, Parsee Bazaar Street, Fort.

Bombay, 6th May 1872.

DR. A. FITZPATRICK,
SURGEON DENTIST,
(LATE OF CALCUTTA,)

BEGS to inform the Nobility and Gentry of Bombay that he has been induced to begin Practice in this City, and can be consulted daily from 10 A.M. to 5 P.M., at his Office, No. 12, Rampart Row, opposite the Esplanade Hotel.

NOTICE.

MR. A. GABRIEL, compelled by ill-health to leave Bombay, has much pleasure in informing his Friends and Patients that, awaits the arrival in him-self of Dr. Fitzpatrick's arrival in Bombay, he has made arrangements with that well-known Gentleman to take over his Practice.

BULL'S PATENT HAND DREDGER, for SINKING WELLS through Sand in any position and to any depth.

For periodically cleaning out old Wells which have become foul or silted up it is particularly adapted.

This Machine is very largely used on the Oudh and Rohilkhund, Punjab Northern State, and other Railways, in many cases in preference to any other machine.

One of numerous testimonials of its great utility is here given.

Extract of letter, dated Lahore, 3rd April 1872, from the Executive Engineer Punjab Northern (State) Railway, Ravee Bridge Division—

"I have the pleasure to add that we have obtained the most satisfactory results this season with your Dredgers. The rate of sinking a 12' 0" cylinder at over thirty feet depth has been frequently six and seven feet a day of twenty-four hours when in clean sand. ,, R. J. MALLET, Executive Engineer."

Price of each Machine (Despatched to any Railway Station in India in direct communication with Lucknow is as follows :—

Of 2 Cubic feet capacity	..	..	Rs. 100	0 0
4	,,	,,	,, 125	0 0
6	,,	,,	,, 150	0 0
8	,,	,,	,, 175	0 0
10	,,	,,	,, 200	0 0

Orders to be addressed to

BABOO SHAMA

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

WEDNESDAY AFTERNOON.

THERE is no change. The rates and the state of the Market is the same as yesterday.

EXCHANGE.

On	Terms.	Rate.
London	At sight	1s. 10⅛d.
London Banks	6 months' sight ...	1s. 11⅛ to 1/11⅛d.
Do. Credits ...	6 Do. do. ...	1s. 11⅛d.
Do. Documents.	6 Do. do. ...	1s. 11 7/16d.
Calcutta	At sight	100 3/16 to ¼d.
Do.	30 days' sight... ...	100
Do.	60 Do. do. ...	99 13/16
Madras	At sight	100
Do.	30 days' sight... ...	99¼
China	60 Do. do. ...	229

PRICES OF BULLION, &c.

Sovereigns, each	...Rs. 10-9 to 10-9-6
Bank of England Notes	10-12
Carolus	220
Mexican Dollars	222
Five- Franc Pieces	2-1½
Bar Silver	106½ to 106¾
Gold Leaf	16-13
Bar Gold 19 oz. English 100 touch... ...	16-13
Australian Gold ... 100 touch]...	16-12
Government Securities	5 per cent.
Mercantile Bills	6 „

GOVERNMENT SECURITIES.

Five-and-a-half per cent	...112¾
New Transfer Loan of Four & half per cent. of 1872	...104¾
Four per cent	...101¾
Four & half per cent. (Public Works Loan) ...	...105½
Five per cent. Debenture Loan, 1835-57	...103½
15 years' Debenture Loans	...102½
10 years' do. do.	...105
5 years' do. do.	...101
Six per cent Municipal Loan House Rate ...	...112
Do. Do. Market Rate' ...	...112
New French Loan 5 per cent (2 f. 50 c.) of 1871 ...	... 90 to 90½
New French Loan (fully paid-up)	... 90 to 90½
Paris Municipal Loan (Debenture Rs 117) per Bond. 87	

BOMBAY, BARODA, AND CENTRAL INDIA RAILWAY.

Approximate Return of Traffic for the Week ending 1st JUNE 1872.

Open 389½ Miles.

	Rs. a. p.
Coaching ...	49,321 7 0
Merchandize ...	120,341 2 7
Earth Trains ...	1,152 0 0
Electric Telegraph ...	577 12 0
Total Rs. ...	171,392 5 7
Corresponding week in May 1871. Open 325½ Miles.	
Coaching ...	40,024 13 7
Merchandize ...	131,328 12 11
Electric Telegraph ...	314 13 8
Total Rs. ...	171,668 8 2
Decrease ...	276 2 7

KHANGAUM AND OOMRAWUTTEE BRANCH RAILWAYS.

Traffic Receipts and Train Mileage for week ended 4th May 1872.

KHAMGAUM.	RECEIPTS. Rs. a. p.	TRAIN MILEAGE.
Passengers ...	87 13 8 ...	64
Goods ...	238 14 11 ...	48
Electric Telegraph ...	1 1 5 ...	0
Total...	327 14 0	112
OOMRAWUTTEE.		
Passengers ...	115 6 2 ...	28
Goods ...	358 11 6 ...	56
Electric Telegraph ...	0 12 11 ...	0
	474 14 7	84

CALCUTTA.—1ST JUNE.

The following transactions were reported:—

In Government Securities—

4 per cents., on lot, at Rs. 101-8, others and large amounts, at Rs. 101-10; small sums at Rs. 101-12 to 101-14.

5½ per cents. a heavy amount, at Rs. 112-4.

In shares—

National Bank shares at Rs. 107, 107½ and 108 for cash, and time-bargain contracts at Rs. 108 and 109, for deliveries in one month.

Allahabad Bank shares, in the country, at Rs. 115.

Delhi and London Bank shares at Rs. 165.

Central Press Co.'s shares at Rs. 31.

The Great Eastern Hotel &c., Co., declared a dividend of Rs. 12-8 per share, for the half year ended 29th February 1872, or at the rate of 10 per cent. per annum payable on and after 15th June 1872.

SHIPPING.

DAILY FREIGHT REPORT.—5TH JUNE.

London...	Cotton	No ship.
	Cases	
	Seeds	
Liverpool	Iron Ships Cotton	£2 5s. 0d. to £2 7s. 6d.
	Wooden Ships „	£2 5s. 0d.
	Myrabolns & Oil cake	£2 0s. 0d.
	Seeds	£1 0s. 0d.
Havre ...	Cotton	No ship
	Coffee	
Overland ...	Steamers	£2 10s. 0d.
Liverpool via Suez Canal		£2 5s. 0d. to £2 7s. 6d.
China ...	Steamer Cotton	Rs. 7 to 8 per bale.
	Opium	Rs. 25 to 30 per chest
	Sailing Ships	Rs. 4 per bale nominal
Calcutta ...	Salt	Rs. 4 8 0 per ton
Calcutta to Bombay		Rs. 17 and Calcutta Port charges
Mauritius		Nothing doing.

ARRIVALS.

June	Vessel.	Commander.	From
5	Kerait Roodrin ...	Nacoda ...	Cochin, May 11.
	Mahi ...	Nacoda ...	Cochin, April 23.

DEPARTURES.

June	Vessel.	Commander.	Destination.
5	Timoorshaw ...	Winter ...	Calcutta.
	Meherjah (s) ...	Hodson ...	Akyab.
	Ethiopia (s) ...	Sanders ...	Persian Gulf via Kurrachee.
	Sphinx (s) ...	Cottich ...	Trieste, &c.

The following vessels obtained their port clearances yesterday:—

Ship Courrier de Bombay, Naud, to Calcutta.

Ship Savernacke, Prichard, to Bassein.

DAILY IMPORTS.—5TH JUNE.

FROM LIVERPOOL.

Neera (s), 2 cases medicine, W. and A. Graham & Co.; 1,705 bundles hoop iron, John Campbell & Co.

Sterling (s) 2 cases tobacco, James Bojie.

FROM LONDON.

Jeddo (s), 45 keys iron nails, Allabin Bhurmull, 57 cases oilman stores, and 250 casks beer, Bomanjee Muncherjee Punthukey, 1 case paper, Byramjee Shapoorjee & Co.; 10 cases sherry, W. Cooper; 34 cases matches, John S. Elmore & Co.; 5 cases glassware, Bacon Allarakhia; 2 cases medicine, Ruttonjee Jewnee; 6 cases oilman stores, J. W. Wheatley & Co.; 58 packages glass ware, Framjee Bazmbally.

Teviotdale, 25 cases matches, John S. Elmore & Co.; 23 bales paper, Mahomedally Sumsudeen, 21 cases earthenware, Ebram Peermahomed, 119 casks iron nails, Fazellally Moosabhoy.

Othello (s), 8 cases hardware, D. S. Kemp & Co.

Walmer (s), 150 cases brandy, Jewajee Ruttonjee and Sons-India (s), 125 cases brandy, Nowrojee Pestonjee.

FROM BORDEAUX.

Courrier de Bombay, 255 cases brandy, Nowrojee Ardaseer and Sons.

DAILY EXPORTS.—5TH JUNE.

FOR LIVERPOOL.

Daniel Rankin, 17 bales cotton, Nathabhoy Varjeevandass; 18 bales cotton, W. Nicol and Co.; 501 bales cotton, Ritchie, Steuart & Co.

Orissa, 967 bales cotton, Behrend Brothers; 200 bales cotton, John Campbell & Co.; 330 bales cotton, Finlay, Muir & Co.

Ashgrove, 150 bales cotton, D. Todd & Sons.

Stornoway, 500 bags coffee, Soondersdass Vagjee; 55 bales cotton, Jaithia Purshotum.

Celestial Empire, 84 bales cotton, L. Purshotum.

Scandaria (s), 50 bales wool, Ramdass Vussonjee; 33 bales cotton, Jashmed Bhoyjhund; 109 bales cotton, Killick, Nixon & Co.; 100 bales cotton, Veerjee Vussonjee; 17 bales cotton, and 33 bales wool, Bhimjee Girdhur; 55 bales cotton, Becherdass Ambaidass; 2,000 bundles coir yarn, Finlay, Scott & Co; 30 bales wool, Khimjee Ramjee; 50 bales cotton, H. Dewoodass; 20 bales cotton, P. Sobhagchund.

Yeddo (s), 111 bales cotton, Leggatt & Co.; 30 bales wool, Dossa, bhoy Murwanjee & Co.; 20 bales wool, Veerjee Vussonjee; 152 bales cotton, Narranjee Bhimjee; 50 bales Waste cotton, Gaddum & Co.; 93 bales cotton, Vurdhman Poonsee & Co.; 25 bales cotton, R. L. King & Co.; 78 bales cotton, Peel, Cassels & Co.; 55 bales cotton, C. Megraj; 606 bags saltpetre L. Sevjee.

Khedive (s), 150 bales cotton, H. Bomanjee, Touche & Co.; 31 bales wool, Soondersdass Mooljee; 50 bales wool, L. Pursotum; 50 bales wool, S. Moorajee.

Orissa (s), 1 bale wool, Nusserwanjee Manockjee & Co.

FOR LONDON.

Orissa (s), 8 cases fishmaws, and 3 cases gum, Ladhuck Dattoo; 5 packages ivory, Veerjee Vussonjee; 21 packages hides, Allarukia Tajance; 1 case mother o'pearl shells, and 89 lbs tortoise shells, Dawoodbhoy Hussen.

Khedive (s), 4 cases fishmaws, Megjee Jewan; 44 bundles hides, Maledena Veerjee; 100 bundles hides, John Campbell & Co; 108 bales cotton yarn, Ruttonsee Soondersee; 240 packages cloves, Behrenji Brothers; 17 cases mother o'pearl shells, Megjee Jewan; 10 bales hides, R. Mamel; 100 bales cotton, G. Pursotum.

FOR TRIESTE.

Sphinx (s), 100 bales cotton, E. Spinner & Co.; 50 bales cotton G. Sigg & Co.

Khedive (s), 50 bales cotton, H. Bomanjee, Touche & Co.

FOR ODESSA.

Khedive (s), 100 bales cotton, H. Bomanjee, Touche & Co.

FOR VENICE.

Sphinx (s), 100 bales cotton, G. Sigg & Co.

FOR SUEZ.

Orissa (s), 4 packages silk, H. Z. Abadem.

FOR HONGKONG.

Emeu (s), 381 bundles fishmaws, and sharkfins, Ladhuck Dattoo; 10 bales white twist, Tapidass Vurjdass & Co.; 21 chests M. opium, E. J. Abram; 210 packages fishmaws and sharkfins, Suchoo Khakey; 60 bales cotton, Mahomedbhoy Dunna & Co.; 30 cases Olibanum, A. Moolee & Co.

SALES AND PURCHASES.

THE market for Grey Goods continues very firm, and prices are a little higher. The following sales are reported to have been made by European firms yesterday:—

PIECE GOODS.

			Rs. A. P.
1,000 pieces	Grey Shirtings	45 inch 39 yds. 7 lbs.	4 14 0
500 „	„ „	40 „ 39 „ 6¾ lbs.	4 10 6
500 „	„ „	45 „ 39 „ 9 lbs.	3 6 0
1,000 „	Madapollams	32 „ 39 „ 3 lbs.	2 4 3

COTTON.

250 candies	Now Dhollera,	ready	... Rs. 261
700 „	„ Do.	ready	... „ 258-64
50 „	„ Do.	ready	... „ 260
75 „	„ Do.	ready	... „ 260
150 „	„ Do.	ready	... „ 260
25 „	„ Do.	ready	... „ 260
250 „	„ Do.	ready	... „ 258-00
50 „	„ Bhownuggur,	ready	... „ 262
25 „	„ Do.	ready	... „ 262
53 „	„ Jodia	ready	... „ 255
50 „	„ Do.	ready	... „ 248-50
200 „	„ Do.	without sel.	... „ 240
350 „	„ Sawgiund	ready	... „ 285
25 „	„ Do.	ready	... „ 285½
50 „	„ Veerungaum	ready	... „ 256-57
50 „	„ Do.	ready	... „ 259½-56
25 „	„ Do.	wi hout sel.	... „ 252

YARNS.

3,600 lbs.	Mule No. 40 ...	... ...	...As. 15
4,500 „	Water „ 30 ...	... ...	... „ 13

WEATHER REPORTS.

VINGORLA, 5th June, 9-50 A.M.—Weather overcast, wind south-west, thermometer 82.

CARWAR, 5th June, 10 A.M.—Weather fine, wind west, thermometer 85, barometer 29·96, rain-fall 19 cents.

MANGALORE, 5th June, 10-15 A.M.—Weather cloudy, wind north-west, thermometer 88, rainfall 77 cents.

TUTICORIN, 5th June, 11 A.M.—Weather fine, wind south-east, thermometer 92, barometer 29·667.

CANNANORE, 5th June, 9 A.M.—Weather clear, wind north-west, thermometer 78, barometer 29·920, rainfall 4 inches 30 cents.

MILITARY.

ARRIVALS.—JUNE 5.

Stewart, Lieutenant, 11th Hussars, on leave, from Hongkong.

Samuells, Captain, 32nd Punjab, Pioneers, on leave, from Umballa.

Forbes, Captain, Madras Staff Corps, on medical certificate, from Secundrabad.

DEPARTURES.—JUNE 5.

Wilkinson, Captain, 105th Light Infantry, on duty, to Meerut.

Fuller, Lieutenant, Royal Engineers, on duty, to Dhoolia.

BOMBAY ARMY ORDERS.

BY HIS EXCELLENCY THE COMMANDER-IN-CHIEF.

Adjutant General's Office, Head Quarters.

Poona, 1st June 1872.

The C.-in-C. is pleased to make the following appointments:—

1st Sind Horse—Lt. Col. W. R. Alexander, S. C., 2nd in Command and Wing Officer 18th N. I., to be Comdt., vice Lt.-Col. Dick, who vacates on exceeding two years' furlough.

3rd Regt. L. C.—Capt. M. W. Stevens to retain the Adjutancy, vice Asst. Surg. Lowry.

The following order is confirmed as a temporary arrangement:—

15th Regt. N. I.—Regtl. Order, dated 6th May 1872, directing Lt.-Col. Stileman to officiate as Comdt., Maj. Currie as 2nd in Command and Wing Officer, and Capt. Tevelyan as Wing Officer in addition to his own duties, vice Col. Burrows.

The undermentioned officer has leave of absence:—

Royal Artillery.—Lt. W. L. C. Gordon (6 Baty. 18th Brig.) from 19th April to 18th Oct. 1872, in England, on medical certificate.

GOVERNMENT OF INDIA ORDERS.

(*Gazette of India*, JUNE 1.)

HOME DEPARTMENT.

Her Majesty having, in accordance with the terms of an Act, the 24th and 25th Victoria, cap. 67, sec. 3, appointed Arthur Hobhouse, Esq., barrister-at-law, and one of H. M.'s Counsel, to be an Ordinary Member of the Council of the Governor-General of India, the said Arthur Hobhouse, Esq., has accordingly this day taken the oaths and his seat as an Ordinary Member of the Council of the Governor-General of India under the usual salute.

His Excellency the Viceroy and Governor-General in Council is pleased to make the following promotions in the Central Provinces Commission, consequent on the departure on leave of Major F. Fenton.

Maj. C. B. Lucie Smith, Officiating Depy. Commr. 1st class, to officiate as Commissioner.

Maj. C. L. R. Glasford, Officiating Depy. Commr. 2nd class, to officiate as Depy. Commr. 1st class.

Capt. M. P. Ricketts, Offg. Depy. Commr. 3rd class, to officiate as Depy. Commr. 2nd class.

Maj. J. L. Loch, Depy. Commr. 4th class, to officiate as Depy. Commissioner, 3rd class.

Mr. G. L. Nicholls, Officiating Asst. Commr. 2nd class, to officiate as Depy. Commr. 4th class.

Capt. H. H. H. Hiett, Asst. Commr. 3rd class, to officiate as Asst. Commr. 2nd class.

DEPARTMENT OF AGRICULTURE, REVENUE, AND COMMERCE.

Lieut. H. J. Harman, R.E., is appointed an Asst. Supt. of the 2nd grade in the Great Trigonometrical Survey.

Lieut. H. M. Chambers, R.E., Asst. Supt., 2nd grade, Great Trigonometrical Survey, has been granted three months' furlough in India on medical certificate, with effect from the 12th Jan. 1872.

Capt. Samuel Hunter Cowan, Asst. Supt. of Revenue Survey, 2nd grade, having returned to duty on the 8th inst. is appointed from that date to officiate in the 1st grade.

Capt. Henry Stephen Hutchinson, Asst. Supt. of Revenue Survey, 2nd grade, officiating in the 1st grade since the 23rd April 1872, reverted to the 2nd grade from the 8th inst., on Capt. Cowan's return to duty.

Mr. Henry Eardly Gaskell, Asst. Supt. of Revenue Survey, 2nd grade, is allowed three months' leave of absence from the 20th June next, under Financial Dept. Notification No. 49, dated the 9th Jan. 1869, for the purpose of passing an examination in the Hindoostanee language.

Mr. Gordon Henry Cooke, Asst. Supt. of Revenue Survey, 2nd grade, is allowed, under Financial Dept. Resolution No. 49, dated 9th Jan. 1869, three months' leave of absence from the 20th inst., or from the date on which he may avail himself of the same, for the purpose of passing an examination in the Hindoostanee language.

FOREIGN DEPARTMENT.

Under the provisions of Act XXI. of 1869 (The European Vagrancy Act), sec. 33, and with reference to notification in the Home Dept., No. 1883, dated 4th April 1871, His Excellency the Viceroy and Governor-General in Council is hereby pleased to notify that the powers and duties conferred and imposed by the above-mentioned Act on Magistrates and Justices of the Peace exercising the full power of a Magistrate, may, within the dominion of His Highness the Gaekwar, be exercised and performed by Col. J. T. Barr, Resident at Baroda, or in his absence, by Lieut.-Col. A. Y. Shortt, Acting Resident, and by Maj. J. Gordon, Cantonment Magistrate at Baroda, or, in his absence, by Capt. A. T. Spens, Acting Cantonment Magistrate.

His Excellency the Viceroy and Governor-General in Council is pleased to appoint Surg. William Edward Allen, of the Ben. Medl Dept., to the medical charge of the Bhopal Batn. and Political Agency.

MILITARY DEPARTMENT.

His Excellency the Viceroy and Governor General of India has been pleased to make the following appointments on His Lordship's Personal Staff, with effect from the 22nd May 1872:

To be Aide-de-Camp.—Capt. C. B. Reynardson, of the 1st (or Queen's) Regt. of Foot Guards.

To be Extra Aide-de-Camp.—Maj. C. C. Taylor, of the Bengal S. C.

The undermentioned officer has reported his return from England.

Lieut.-Col., Bt. Col., G. W. M. Hall, of the Ben. S. C., Commandant 3rd Beng. Cavy.,—arrived at Bombay on the 20th March 1872.

The undermentioned out-pensioner of the Royal Hospital at Chelsea having been permitted to reside and draw his stipend in India, payment of pension is to be made and charged accordingly:

Color-Sergt. Walter Macfeat, late of the 43rd Foot,—rate of pension per diem 6d. (six pence) from the 13th August 1871.

With reference to G. G. O. No. 80, dated 23rd Jany. 1867, it is hereby notified that the Commissioner of Chelsea Hospital have increased the rate of pension of Sergt. Michael Daly, late of the 104th Foot, from one shilling to two shillings per diem from the 15th Nov. 1870.

PUBLIC WORKS DEPARTMENT.

Mr. J. P. Doyle, Ex. Engr., 2nd grade, Central Provinces, is granted two years' leave on medical certificate with effect from the 13th March last.

Mr. W. H. Longmore, Asst. Engr., 2nd grade, Central India, is transferred to the North-Western Provinces.

Major A. R. Bayly, S. C., Ex. Engr., 1st grade, Punjab Northern Railway, is transferred to the Indus Valley Railway, as Officiating Supg. Engr., Mooltan District.

During the absence of the Govt. Genl. in Council from Calcutta, Col. B. E. Bacon, Offg. Secy. to the Govt. of India in the Military Dept., will have charge of that portion of the office of the Secy. to the Govt. of India in the P. W. D. which remains at the Presidency.

Mr. J. D. MacLeod, Overseer, 2nd grade, Mysore, is permitted to resign his appointment in the P. W. D.

Mr. W. Cousin is appointed temporarily to the P. W. D. as a Supervisor 1st grade, and posted to the Holkar State Railway with effect from the 22nd ult. n.a.

His Excellency the Governor-General in Council is pleased to make the following appointments:

Stud Department.

Vet. Surg. J. J. Meyrick, in charge of the Kurnool Home Stud, to the charge of the Poonah Stud Depot, vice Vet. Surg. J. S. Wood, proceeding to Europe on furlough.

Vet. Surg. G. A. Oliphant, in charge of the Haupper Stud Depot, to the charge of the Kurnool Home Stud.

The undermentioned officer has reported his return from England:—

Lieut. A. W. Baird, of the Royal Engineers, Asst. Supt., 2nd grade, Great Trigonometrical Survey of India,—arrived at Bombay on the 3rd May 1872.

H. E. the Gov.-Genl. in Council is pleased to make following temporary promotions:—

Stud Department.

Lieut.-Col. (Bt. Col.) H. LeP. Trench, Sub-Asst., Offg. 2nd Class Asst., to officiate as 1st Class Asst. during the period Lieut.-Col. E. S. Jackson may officiate as Depy. Supt. of Studs, or until further orders.

Capt. T. F. C. Rochfort, Doing-duty officer, Offg. Sub-Asst., to officiate as 2nd Class Asst. during the period Lieut.-Col. (Bt. Col.) H. LeP. Trench may officiate as 1st Class Asst., or until further orders.

The undermentioned officer is permitted to proceed to Europe on furlough on private affairs:—

Capt. Alexander Prinsle Samuells, of the General List, Infantry, Gr. Mr. 32nd (Punjab) Regt. of N. I.,—for six months under the Regulations of 1868, embarking at Bombay.

The following temporary promotion is made in the Warrant Grade of the Ordnance Commst. Dept., from the date specified:

Magazine-Sergeant James William Watson, to be Offg. Sub-Conductor, from 25th April 1872, vice Sub-Conductor Alexander McDonald, on furlough.

MADRAS ARMY ORDERS.

BY HIS EXCELLENCY THE COMMANDER-IN-CHIEF.

Head Quarters, Madras, 21st May 1872.

Intimation has been received from the War Office that the following officers have been appointed to Brigades and Bats. as under:—

5th Brigade Royal Artillery.

Lt. J. A. S. Freeland, No. 1 Bat.; Lt. H. C. M. Woods, No. 1 Bat.; Lt. G. P. Owen, No. 2 Bat.; Lt. F. T. M. Beaver, No. 2 Bat.; Lt. E. D. Kelly, No. 3 Bat.; Lt. S. Watson, No. 3 Bat.; Lt. C. L. Casey, No. 7 Bat.

His Royal Highness the Field Marshal Commanding-in-Chief has been pleased to grant leave of absence to Surgeon-Major J. K. Carr, M.D., 5th Brigade Royal Artillery, from 14th April to 13th October 1872, on the recommendation of a Medical Board.

So much of G. O. C. C. 8th instant, page 134, as transfers Major Ellis, from Madras to Bangalore, is cancelled.

THE "BOMBAY GAZETTE."

THE following are now the uniform rates of subscription to the *Bombay Gazette* both for town and up-country subscribers:—

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THE WIDOW of a QUEEN'S COUNSEL, living near Kensington Gardens, London, wishes to undertake the care of a FAMILY OF CHILDREN, who would have great educational and other advantages, for which liberal terms would be expected.

References to a gentleman in Bombay and to the Father of four little girls, who are now living with the Advertiser.

Application to be addressed to "R.K.," at the Office of the *Bombay Gazette*.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BIRTHS.

MASTER—May 31st, at Bellary, the wife of John Henry Master, Esq., of a daughter.

ORMOND—May 30th, at Bareilly, the wife of W. C. Ormond, Esq., 5th Fusiliers, of a daughter.

PERKINS—June 1st, at Benares, the wife of Surgeon Major R. H. Perkins, 5th Regiment M. L. I., of a son.

WELDON—May 29th, at Dubuali, via Sirsa, the wife of Crawford A. Weldon, safely of a son, Douglas Crawford Bailey.

DEATHS.

GOVER—June 1st, at Madras, Isabel Arden, youngest child of Mr. Charles E. Gover.

LECHMERE—May 30th, at 35, Wellington Square, Calcutta, Harry E. Lechmere (late Capt. "Mary Grant,") aged 36 years and 5 months.

REILY—May 22nd, at Mymensingh, Francis Maxwell Fitz-Patrick, the infant son of Mr. E. M. Reily, aged six months and 16 days.

RIORDAN—May 31st, at St. Thomé, Madras, Harriet, the beloved wife of Mr. J. T. Riordan, aged 68 years.

The Bombay Gazette.

THURSDAY, JUNE 6, 1872.

THE case against the proposed Carwar Railway is so strong and clear that we should never forgive ourselves if, by overstating a single point, we gave occasion to the enemy to triumph. We have, therefore, great pleasure in publishing this morning a letter from a correspondent who says, and he ought to know, that we were in error in supposing Colonel Trevor, in estimating the probable quantity of traffic that might be carried by the railway, had counted the cotton crop twice over. There is nothing like discussion for bringing out the truth about matters of this kind, and we are as pleased to have our own blunders corrected as to correct those of other people. Our readers may remember that we quoted Dr. Forbes's figures to show the total import and export trade of six ports on the Malabar Coast amounted in bulk to only 51,000 tons; and, as Colonel Trevor (followed by Colonel Kennedy) had assumed that Carwar would ultimately monopolize the whole of this trade, which they at the same time set down at 85,000 tons instead of 51,000, it was a natural mistake on our part to assume that they had made up the difference by reckoning the cotton crop (of 35,000 tons, according to their calculations) over again, in momentary forgetfulness of the fact that cotton was included in Dr. Forbes's commercial summary. "X." assures us that this was not so; and, to begin with, he accuses us of stating Dr. Forbes's figures wrongly. We missed out Salt, he says; and, if that be included, the total bulk of the trade is 63,743 tons instead of 51,000. It is true that Dr. Forbes puts down a lump quantity of 250,171 cwts. of salt as the Salt Traffic of his six ports in addition to what he includes in the general statement; but he does not distribute this quantity over the ports, and the Custom House returns do not enable us to trace where he gets it from; nor do we know what reason he had for concluding that any portion of it would be available for carriage by railway. Lieutenant Marryatt, R. E., in his Report, says:—"It was difficult to obtain accurate information about the salt trade. As far as I could learn, about half the salt consumed in the Dharwar district comes from Goa across the frontier, and the other half from Compta. The amount proceeding inland from the Sanakutta Works, Compta, Carwar, and other small works on the Coast, does not probably exceed 5,000 tons, and the whole consumption of the Dharwar and adjacent district 10,000 tons per annum." The construction of the railway will not stop the traffic by road across the Goanese frontier, and very little therefore should be added to the possible receipts of the railway on account of salt. But let our correspondent's correction be accepted, and say that the whole trade of Ratnagherry, Ankola, Vingorla, Carwar, Compta, and Honore, is 63,743 tons a year. Still, there remains the difficulty that 63,000 tons are not 85,000, and we have now to mark how the latter figure was fixed by Colonel Trevor.

Our correspondent, in the explanation with which he favours us, pays a compliment to Colonel Trevor's intelligence at the expense of his fairness. "There has been no blunder," but Colonel Trevor made up his estimate in this way. Taking up without inquiry or reflection the audacious suggestion of Dr. Forbes that "the whole trade of the line of Coast from Ratnagherry to Honore would, *as a matter of course*, converge upon Carwar in the event of "a railway being established," Colonel Trevor calmly proceeded to add 33 per cent. to this whole trade, in order to create a splendid revenue for the new line. We cannot imagine how any man, with a reputation to lose, could dare to put such an estimate on paper. Such extravagance would be intelligible if Colonel Trevor had been a promoter of a Carwar Railway Company; but that a Consulting Engineer to Government pledged to protect the public interests should have been guilty of it passes our understanding. Suppose that, when a line of railway was first projected from Bombay to the top of the Ghauts, the Consulting Engineer of that day had put forward an estimate based on the calculation that not only would the new line absorb the whole trade of the littoral from Surat to Ratnagherry, but that an addition of one-third must be made on account of the expected development of that trade, would it not have been said that he must be out of his senses? The parallel is a perfectly fair one. The Carwar Railway will be simply a line connecting the cotton districts above the Ghaut with the Coast; and there is no conceivable reason why its construction should divert the trade of well-peopled maritime districts extending 200 miles along the sea-board. As we asked the other day, what do Colonel Trevor and Dr. Forbes intend to do with the hapless population of the Southern Concan and North Canara, when they have diverted the "whole trade" to Carwar? Will these outcasts be settled on the property of the Carwar Land Company, or is it intended to use them up beforehand in the Carwar jungles by sending them to labour on the railway works? Instead of adding one-third to the "whole trade" of the six ports, Colonel Trevor should have deducted at least one-third, in order to form a just estimate of what might be the maximum traffic of the railway: and, as we said on Monday, 40,000 tons would have been much nearer the mark than 85,000.

Now, as to the working expenses. We own that, having reduced the traffic, we should have made a reduction, though not a "corresponding" reduction, in "the train mileage and in the "figure for working expenses based upon train "mileage." If traffic and working expenses increased and decreased in the same ratio, we should have the absurd result that a railway with no traffic has no working expenses. There must be a minimum below which the expenditure out of current revenue cannot be reduced; and, when the traffic receipts once exceed that limit, the percentage of additional expenditure should be very small on any properly managed line in proportion to the increase of revenue. In other words, a railway might carry, say, 60,000 tons of traffic for but a fraction more than it would cost to carry 50,000. We do not believe, however, that any calculations based on the train mileage of a railway not yet constructed can be trustworthy; and we would rather compare the probable working expenses of the Carwar Railway with those of other Indian lines already completed. Lieutenant Marryatt, taking as a guide the working expenses of the Scinde lines, fixed his estimate at about 0½ to 10 lacs for the line from Carwar to Guddak; and this estimate is probably very near the mark, for the allowance made for the greater cheapness of the narrow gauge is counterbalanced by the 24 miles of heavy Ghaut works on the Carwar line. We find from Mr. Danvers's latest railway report that the working expenses on 5,051 miles of railway last year came to £3,367,261, giving an average of £83,331 for every 125 miles of line constructed. Of course the expenditure on an independent line, 125 miles long, would be considerably in excess of this average; and we may, therefore, affirm with good reason that the working expenses of the Carwar railway will not fall below 10 lacs a year. But, as we showed on Monday, 10 lacs a year is an excessive estimate for the revenue that the line can bring in when it has been completed and has swallowed up the trade of Compta and Vingorla—a feat which probably it will never accomplish—so that we ask again, where is the money to come from to pay a dividend of 5 per cent. on a million of capital? Will our correspondent "X." answer this question?

NOTES OF THE DAY.

AN erroneous statement has crept into the home papers, to the effect that the Government of India submitted to the Home Government a list of unemployed officers, whom they proposed to retire *nolens volens*, but that the Secretary of State has returned the list for revision, as it is such a long one. We are in a position to inform those bulwarks of the State, the General Doing Duty Officers of Bengal, Madras, and Bombay, that almost exactly the reverse of this is really the case. What really has occurred is as follows:—Those sapient old gentlemen who work, or fancy they work, in the new palatial halls off Parliament Street, drew out a list of unemployed officers, whom *they* proposed to retire, but they went through the form of letting the Governor General of India and his Council look through the list, inviting them to show good reason why these overworked veterans should not be shunted. Fortunately for the latter there was a man with an idea of justice in the Council, called Lord Napier of Magdala, who fought their battle for them, and explained the illegality of the proposed sweeping measure of compulsory retirement. So the Government of India, instead of being the proposers of the scheme, would have nothing to say to it, even when it was almost forced on them from home. Such is the real state of the case, not the reverse, as stated in the *Broad Arrow*, *Standard*, and other papers. But at the same time we would warn all officers out of employ to submit without delay applications for employment, as we happen to know that the authorities at home, feeling that they are in a bit of a hole on account of the treatment their despatch has received from the Indian Government, are determined to leave no stone unturned to find themselves an opening whereby they can bring pressure to bear on the unemployed, in order to force them to accept the Military Parallel to the "Chiltern Hundreds." With regard to the General Doing Duty Field Officers of the old Local Army, it is probable that a *bonus* or some higher rates of pension may be offered, but it is difficult to see how its acceptance can be enforced *if the officers have placed on record their desire to be employed*; but with those deluded beings who have entered the Staff Corps *c'est une autre chose*, as by the rules of that great mantrap three years out of employment renders an officer liable to be placed on Half Pay. The conduct of certain Field Officers of the Local Army the other day did not do their cause much good. When directed to attend all Brigade Field days, they pleaded that they did not draw charger allowance, and distinctly stated that they had no desire to be employed, as they were very comfortable as they were. We cannot help thinking that these old gentlemen rather "put their foot in it." However, a very little time will show what the next move from home will be. One thing is very certain; that the authorities in England are fully alive to the complication that a want of foresight eleven years ago has engendered in the frightfully heavy impending bill for off-reckonings that before long will be forced on them, and also the fact that before the world is much older the Staff Corps will consist of Field Officers whose name will be legion.

GENERALLY speaking, a great fire in a town has its ultimate advantages, though it has its immediate inconveniencies. If we had not had the great fire of London, probably we should not have the immense metropolis of to-day; Chicago, by her fiery trial, has learned a lesson which will make her place her trust more in stone than wood; and we notice that, the horrors of the great conflagration in Yokohama having subsided a little into the past, the citizens are bestirring themselves to make the best of their misfortunes, and the opportunity that the fire has given to the authorities to lay out in an improved manner the destroyed portion of the city is being pointed out, so that in the end the result will be that Yokohama will find herself a city more worthy than ever to be the capital of a rapidly advancing country. That Yokohama could stand a deal of renovation was admitted—it has been called by one of its own journals a "wretched city from any æsthetic point of view." And now, when she has had 5,117 buildings of one kind or another burned down, she has plenty of scope for carrying out plans which will make her a better and more beautiful city. The buildings destroyed were:—17 Government Offices, 287 Government Houses for retired Officers and Pensioners, 60 Temples and Churches, and 4,753 Dwelling Houses, Stores, &c. But of course the immediate effects of the fire are too sad to be completely overshadowed by Yokohama's prospects. 20,272 people have been burned out, and the loss is estimated at 1,514,900 dollars. 8 people were killed, 67 were wounded, and about 12,000 have to be fed daily from public sources.

THE meeting of members of the Chamber of Commerce that was held yesterday was a very well attended one, and we would commend to the attention of all persons in Bombay who take an interest in harbour matters the exceedingly able and exhaustive speech of Mr. Bythell, the Chairman of the Chamber, which is well wor

"County." Count-de-R., the lands of an "Earl" (earldom), is a county—Earl of Mayo.

Of course, Sir, I don't question the origin of the title "Earl" nor its office. I simply compare "Earl" and "Count" in their most superficial aspects, as regards rank and precedence, and hence state "Earl" to correspond to "Count."

As regards your learned correspondent's gratuitous advice to refer to Garter, &c., King-at-Arms, I beg to say that it would be foolish on my part to put myself to such trouble, when my friend "D. L." who is so well-versed in "heraldic lore" might enlighten me.

AN ENGLISHMAN.

Bombay, 6th June.

THE "TIME TEST" APPLIED TO RACERS.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—In your Sporting Correspondent's last letter, he alludes to the theory of "the correctness of the time test" as being upset by the result of the race for the Two Thousand, and, consequently, proved to be valueless, comparatively. He states that the times in which the Biennial and the Two Thousand races (identical as regards distance, course, and weights,) were run varied by 4 seconds; the former being the quicker of the two by so much, and yet Almoner, Xanthus, and Laburnum, the first three in *it*, were all but last in the Two Thousand. That this "time test" is seldom, if ever, gone by at home is true enough, and equally true is it that no owner of a starter for a big race would make a "time" trial the sole foundation on which to back his horse. But that a watch is occasionally "held to" a horse at home when his final trial is taken, *in addition to* the test being applied of public form collaterally got at, is a fact I know of personally. In 1867 I happened to be in England, living in the neighbourhood of Sir J. Hawley's racing stable at Kingsclere; and, meeting his trainer, Porter, occasionally, and having opportunities of hearing a good deal of the training *gup*, after (be it noted) all risk or chance was passed of anything important being acted upon in the betting way, I was told the particulars of the trial of their Derby nag of that year, The Palmer. The stable had at that time some of the best "trying tackle" in England. There were Blue Gown and Rosicrucian, first class 2 year-olds, and Xi, one of the fastest short-distance horses in training; and the task set The Palmer was to race with the two-year olds from the start to about half a mile from home, and from there to pick up Xi and run in with him the rest of the journey. Wells was "up" on The Palmer, and Sir Joseph himself and Porter, each with a stop-watch, were at the winning post. The course was very like the actual Derby course; with rises and slopes, and an ascent at the last. Well, The Palmer "cleaned out the lot," and the time was 7 seconds better than that in which Sir Joseph's horse Musjid had won the Derby years before. Coupling the result of the "public form" trial with that of the "time test," owner and trainer were quite satisfied, and Sir Joseph's Commissioner in Town was ordered to back the horse to win for £10,000! He was then, I believe, at 7 to 1 three days before the race. At the start he was second favourite. In the actual race he was sixth or seventh! The fact was that the horse was a bit of a cur, and wouldn't perform in public as he could and did on his training ground. Another proof of "time" being a fallacious test of a horse's speed, at home, is the difference in the times in which the Derby has been run. I write from memory, but I should say that there's seventeen seconds between the times of the quickest and the slowest Derby. And of course no one would assert that the horse that won in 3 minutes could not have travelled the distance in less time had he been galloped "against the watch." But with all this against the "time test," and *per contra* so much in favour of the "public form" test, it cannot be denied that trainers at home are occasionally disappointed through *their* test failing or deceiving them. See the records of this season's racing at home, in the case of the Baron's stable. The "trying tackle" has not been up to the mark of last season. Hannah, Corisande, &c., have not been in their true form, it would seem, and consequently the backers of Laburnum, Chopette, &c., have come to grief, and the same may be said of other owners and trainers. But, if the question is looked at in reference to racing in India, it must be allowed that the watch is a safer guide for an owner and trainer than anything else. Races are run on the Indian turf on the principle, as a rule, of beating *time*, and not such and such an opponent, and consequently, barring a little holding at some particular part of the race, each horse is going his best from start to finish. Thus the records of a race meeting, say Poona or Bombay, will show that some one horse, of the Aga's stable, has run his mile and a half some four times, carrying the same or nearly equal weight each time, with a variation of not more than 2 or 3 seconds three times out of the four. On the occasion of his last trial before the first day he has to run, the Aga finds he does the one and a half mile in 2 mins. 56 secs. He pulls up sound in limb and wind, and keeps well generally till the day of the race. The owner is satisfied and backs his horse, feeling pretty sure that no other horse that he'll have to meet is likely to run the distance under 2 mins. 56 secs. or even 2 mins. 55 secs., and trusting his nag to do as well in the race as in the trial, if not a shade better. Now would he feel equally confident, or know as much of what his nag can do, had he only tried him against one or two of his old platers, however good they may have been? I fancy most people would answer "No."

I see your Sporting Correspondent mentions Soucar as being first favourite for the Chester Cup when he last wrote. The telegram has told us that he ran second.—Yours, &c.

JUNGLEWALLA.

THE HURRICANE AT ZANZIBAR.

OFFICIAL REPORT.

FROM 22ND APRIL TO 2ND MAY.

SINCE last report the extent of the damage done by the hurricane of the 15th April has been better ascertained. The plantations of the island seem generally to have suffered to the extent I formerly estimated, or one-third of the trees and crops still remain. On some estates, however, there is not two per cent. of the cocoanut and clove trees left standing, while others have fared much better. The loss of native shipping at the time afloat in Zanzibar harbour and along the Coast of the island has been total and cannot be estimated under 300 native craft of all classes. The harbour is, however, filling again with bugalows and dhows from Madagascar and the African Coast, and freight is in high demand for Bombay.

The islands of Pemba and Bagamayo, a village on the mainland opposite to the south of the island, were touched by the hurricane, but the damage there caused was small in comparison of that throughout Zanzibar. Mombac and the ports both north and south have not suffered.

The total loss in harbour and on the plantations may be estimated at £1,000,000, and many years will be needed to bring the estates into cultivation again.

ZANZIBAR SHIPPING.

ARRIVAL.

The Estrella de Damao, from Mozambique.

DEPARTURE.

The s.s. Africa, for Samo.

BOMBAY.

SMALL CAUSES COURT.—The Small Causes Court will be closed to-day on account of the eclipse of the sun.

MR. DHUNJEEBHOY COWASJEE, Deputy Collector of the Sattara district, died on Friday night last, at Sattara.

THE FIRE TEMPLE AT WOODWARA.—Some of our Parsee Shetts will shortly proceed to Woodwara to visit the principal fire temple there.

THE KURRACHEE STEAMER.—The steamer to Kurrachee and Persian Gulf will sail this morning at 8 o'clock.

THE DENGUE AT SURAT.—The Surat correspondent of the *Jam-i-Jamshed* states that in consequence of the prevalence of the dengue fever, a large number of natives have left the station for a change.

CRUELTY TO ANIMALS.—At the Fort Police Court, before Mr. Nana Morojee, yesterday, Babajee Budgoo, a cart driver, was charged with cruelly torturing his bullocks, and was fined five rupees.

EDUCATIONAL.—Mr. Jamsetjee Nowrojee Oonwalla, M. A., formerly tutor to the late Raja of Kolapore, and at present tutor to the Raja of Dhurrumpore, has been appointed head master of the Bhownagger High School.

PERJURY AND CRIMINAL TRESPASS.—Waman Balkrishna, a coppersmith, appeared before Mr. Nana Morojee yesterday and obtained a summons against one Subdoa Bhowanee, whom he charged with giving false evidence in a judicial proceeding and criminal trespass.

STRIPES.—At the Girgaum Police Court yesterday, an Musulman named Houssein Abdoola, an old offender, was charged with stealing eleven pieces of wearing apparel, the property of one Gopal Bhowanee. He was convicted and sentenced to receive thirty stripes.

INQUEST.—An inquest was held on Tuesday at the Jamsetjee Hospital touching the death of a Hindoo named Succaram, a confirmed drunkard. The jury found that the man died from laceration of the brain, the result of his having whilst drunk accidentally fallen into the Bholeshwur Tank.

CERTIFICATES TO MASTERS AND MATES OF MERCHANT SHIPS.—Lieutenant W. L. Searle, Master Attendant and Conservator of the Port, has been appointed President of the Board of Examiners for granting certificates of competency to Masters and Mates of Merchant ships.

FRENCH LEAVE.—John Morgan, a seaman of the ship Koina, was yesterday charged before Mr. Nana Morojee with having absented himself without leave and without sufficient reason from the ship. He admitted the offence and was sentenced to a fortnight's rigorous imprisonment.

ASSAULT.—Crushna Babajee and Sonoo Babajee were yesterday convicted by Mr. Woodward, on a charge of committing an assault against the person of one Poonajee, by striking him with a stick, and the first was sentenced to three month's rigorous imprisonment, and the second to pay a fine of Rs. 15.

DEATH FROM BURNING.—On Tuesday an inquest was held at Shamjee Hassajee Street on the body of one Jadowjee Nanjee. The jury upon the evidence came to the conclusion that the man's death was caused from shock to the system, the result of his having been accidentally burnt.

DROWNED IN THE HARBOUR.—On Tuesday last a Hindoo labourer named Abajee Damoodjee, employed on board the steam ship Orissa, was knocked overboard and drowned, by a bale of cotton coming in contact with him, through the breaking of the hoisting gear. The body has not yet been recovered.

FATAL ACCIDENT.—A coroner's jury was empannelled yesterday at Chinch Bunder Row concerning the death of a Hindoo named Wittoba Govind. The jury returned a verdict that deceased's death was caused by fracture of the base of the skull, the result of an accidental fall from the top of a gharry at Nowrojee Hill.

THE MORTALITY OF POONA.—The mortality in Poona during last month was two hundred and forty, including men, women and children, from dysentery, fever, and cholera. Eighteen persons died with cholera, out of forty-two attacked. We regret to state that cholera is still prevalent, but very few cases have occurred.—*oona Observer.*

PERJURY IN THE SMALL CAUSES COURT.—At the Fort Police Court yesterday a Hindoo named Rhagoonath Bhowany, a maistry, appeared before the Senior Magistrate, and laid an information against one Shew Goolam Keersaing, whom he charged with giving false evidence in a judicial proceeding. The magistrate ordered a summons to issue.

BREACH OF TRUST.—At the Girgaum Police Court yesterday one Crushna Changoo was charged before Mr. Woodward with fraudulently misapplying in breach of trust five rupees, belonging to Mr. John Kinny, one of the trustees of the Roman Catholic Church at Mahim. The accused was adjudged guilty and sentenced to three weeks' hard labor.

BARODA AFFAIRS.—A Marathi paper in a long leader attacks the misrule now prevailing at Baroda. The Gaekwar is accused of several doubtful deeds, most of which have been mentioned in several newspapers of this Presidency. The article concludes with an earnest request to the paramount power to institute inquiry into the doings of the Baroda Durbar.

THE ABOLITION OF THE COURT AT ORPAD.—A native paper complains that Government ought not to have abolished the Subordinate Judge's Court at Orpad, in the Surat collectorate. The discontinuance of the Court, says the paper, is no saving to Government, whilst the people of that place have been unnecessarily made to suffer the inconvenience arising from the absence of a court of justice within easy reach.

SITTINGS OF THE INSOLVENCY COURT.—At yesterday's sitting of the Insolvency Court, the Commissioner, the Hon. Mr. Justice Gibbs, said—"It may be convenient to the gentlemen of the bar to know that as there are only twenty-three opposed cases on the file of this court, I shall sit every Wednesday only, which will give two entire days and two half days per month for clearing off these arrears. Should they be found to be insufficient, I shall make arrangements to sit oftener, but at present this does not seem necessary."

PARSEE ELPHINSTONE DRAMATIC CLUB.—It will be seen from a notice elsewhere that the members of this talented Parsee dramatic club reproduce to-night for the last time, at the Grant Road Theatre, the popular Gujeratee play entitled "Goolnar the Chaste." It has been successfully performed on many a previous night, and while those who have seen it before may like to see it again, there will be many, who have not seen it at all, anxious to avail themselves of this last occasion. The evening's entertainment will conclude with a farce.

ECLIPSE OF THE SUN.—An annular eclipse of the sun takes place this morning, visible as an annular eclipse from the south of India to Pekin, and in the North Pacific Ocean; and as a partial eclipse over India, Afghanistan, Northern Persia, Tartary, Siberia, Mongolia, China, Japan, the Eastern Peninsula, Sumatra, &c. It begins on the earth generally Bombay mean-time at 5-12 a.m. this morning; the central eclipse begins generally at 6-20 a.m., and ends generally at 10-2 a.m., while the eclipse ends on the earth generally at 11-10 a.m. The central line of annular phase will enter India between Beypore and Ponnani and will pass to the south of Ootacamund over Dharmapoor. From the peninsula it will pass across the Bay of Bengal to Akyab and Arrakan.

ENTICING AWAY A MARRIED WOMAN.

AT the Girgaum Police Court on Monday, Edward John Britton, an engine-driver in the G. I. P. Railway Company, appeared before Mr. Woodward, Acting Second Magistrate, and laid an information against one Edward Moulton, a European, charging him with enticing away a married woman.

Edward John Britton said—I am an engine-driver in the service of the G. I. P. Railway Company, and live in Nesbit Lane, Byculla. On the 19th November 1866 I was lawfully married to one Eliza Lo'Mere Mapp at St. Mary's Church, Poona, according to the rites of the English Church. Since the aforesaid date, up till Thursday last the 30th of last month, I and my wife Eliza Lo'Mere Britton lived together in different parts of the city of Bombay. I know one Edward Moulton, also in the service of the G. I. P. Railway Company, as a lathe turner. He was a boarder in my house in Nesbit Lane from November 1871 to the 15th of March last, on which day he left my house. On the 30th of last month I was at Kassara on duty. I received a telegram from my servant Murrian, butler, in consequence of which I returned to Bombay. On the following morning, Friday, the 31st of last month, I found my said wife Eliza Lo'Mere Britton, absent from my house in Nesbit Lane. From information received by me from one Babajee Bhugwanjee and one Eduljee Bomanjee, and also from Mr. Superintendent Bailey, I have reason to believe that the aforesaid Edward Moulton took away my wife on the morning of Thursday last, at half-past 4 o'clock, and drove her to the Grant Road Station; and that my wife departed from the station by train the same morning. I have reason to believe that she is at Broach, and that Edward Moulton intends to proceed shortly to that place in order to join her. I charge him with taking and enticing away Eliza Lo'Mere Britton, who is, and whom the said Edward Moulton knows to be, my wife from me, and I pray that a warrant may issue for his apprehension and that he may be dealt with according to law.

The Magistrate granted a warrant as prayed for.

SHIPPING ITEMS.

THE SCHOONER MAHI, 111 tons, Nacoda, arrived yesterday from Cochin (April 26th) with a general cargo.

THE BRIG KHERATA ROODBIN, 155 tons, Nacoda, arrived yesterday from Cochin (May 11th) with a general cargo.

THE s.s. SPHINX, 760 tons, Captain G. Cottich, sailed yesterday for Trieste, &c., with a cargo of 3,520 bales of cotton.

THE s.s. ETHIOPIA, Captain T. Sanders, sailed yesterday for the Persian Gulf via Kurrachee with a general cargo and the following passengers:—For Kurrachee—Miss Gibbs, Mr. and Mrs. R. West, Miss Leahy, Mr. Gopall Govind, and eighty-eight deck passengers.

MARAVILLA COCOA.—Opinions of the Press.—"Those who have not yet tried Maravilla will do well to do so."—*Morning Post.* "It may justly be called the perfection of prepared Cocoa."—*British Medical Journal*

MARAVILLA COCOA.—The *Globe* says, "Taylor Brothers' Maravilla Cocoa has achieved a thorough success, and supersedes every other Cocoa in the market. Entire solubility, a delicate aroma, and a rare concentration of the purest elements of nutrition, distinguish the Maravilla Cocoa above all others. For Invalids and Dyspeptics, we could not recommend a more agreeable or valuable beverage."

HOMŒOPATHIC COCOA.—This original preparation, which has attained such a world-wide reputation, is manufactured by TAYLOR BROTHERS under the ablest homœopathic advice aided by the skill and experience of the inventors, and will be found to combine in an eminent degree the purity, fine aroma, and nutritious property of the fresh nut.

SOLUBLE CHOCOLATE, made in one minute without boiling. The above articles are prepared exclusively by Taylor Brothers, the largest manufacturers in Europe, and sold in tin-lined packets only, by Storekeepers and others all over the world. Steam Mills, Brick Lane, London. Export Chicory Mills, Bruges, Belgium.

THE INSOLVENCY COURT.

YESTERDAY was the first sitting of the Court after the vacation. The Hon. Mr. Justice Gibbs presided as Commissioner.

RE ALLARAKIA IBRAHIM.

The insolvent appeared in person. The name of Messrs. Cutler, Palmer and Co. was called out as opposing creditors, but no one appeared to oppose. The insolvent said he had compromised with his creditors. He was granted an interim order.

RE TRICUMLAL GOOLABROY.

Mr. Ansley, instructed by Messrs. Craigie, Lynch and Owen, appeared for an opposing creditor. The matter had been heard some time ago, and the Commissioner, taking all the circumstances of the case into consideration, adjourned the insolvent's discharge for six months without protection. The liabilities amounted to Rs. 5,229, and the doubtful assets to Rs. 2,600.

RE JAVERCHUND MANEKCHUND.

Mr. Farran said that on the 1st May last, on the application of Mr. T. F. Punnett, Javerchund was adjudicated an insolvent. His Lordship then directed that the proper notices should be inserted in the *Government Gazette* and other newspapers. The notices had been inserted; but they had not been able to find the insolvent or his books. The learned counsel now applied that Mr. Punnett be appointed a special assignee to assist the Official Assignee and take charge of the insolvent's books and assets which may hereafter be found.

The Commissioner said this was a novel application, and he would not like to dispose of it in a hurry. He, therefore, directed that notice should be given by the Official Assignee to all the creditors to appear before him and lodge their claims within two months. Notice should be given in the *Government Gazette*—which, his Lordship said, nobody reads, and which the Court was not allowed a copy of—and in one English and two native newspapers. After that takes place, the application may be renewed.

RE TAR MAHOMED HAJEE ARBIE.

Mr. Hart, on behalf of an opposing creditor, moved for an adjournment for six months for an inspection of insolvent's books. Some of the books had not yet been deposited, and they were necessary for the opposing creditor's case.

Mr. Bal Mungesh Waglé, for the insolvent, said the opposing creditor had been inspecting the books for the last thirteen months, and the learned counsel did not see the necessity for another six months.

The Commissioner said he would grant an adjournment for two months, until which time it was not likely the case would come on for hearing.

Mr. Waglé—We have had no notice that this application would be made.

The Commissioner said, after enquiry of the Court's officer, that it was the fact that no notice had been given as required, and the application must, therefore, be renewed next Court day.

RE NAVALCHUND ODDEYCHUND.

On the application of Mr. Farran on behalf of an opposing creditor, the abovenamed trader was adjudicated an insolvent.

RE LUKHUMSEY ROWJEE.

The liabilities in this case amounted to Rs. 1,12,840, the good assets to Rs. 6,927, and the bad assets to Rs. 286. The insolvent some time ago applied to withdraw his petition and was granted a rule *nisi*. It was made absolute yesterday, when insolvent was allowed to withdraw his petition.

PETITIONS DISMISSED.

The petitions of the undermentioned insolvents were dismissed by reason of their not filing their schedules within time:—Maroola bin Majoola, Oomer Ibrahim, Vizbooocandas Cullandas, Jamsetjee Dorabjee, and Khuteeza, woman.

DISCHARGES.

In the course of the day the following among other insolvents were granted discharges:—Sittaram Kondew Josey, a merchant, liabilities Rs. 2,000. Jeewajee Withul, a merchant, liabilities Rs. 16,460. Ghasceram Doongursey, a box-maker, liabilities Rs. 10,992. Ruttonbaee, widow, and Sorabjee Muncherjee, liabilities Rs. 1,400. James Cavanagh, a mechanic, liabilities Rs. 579. Bhima and four other women, liabilities Rs. 1,227. Motee Shariff and Alana Shariff, cutlery dealers, liabilities Rs. 29,117. Mahomed Yoonus Shaik Dawood, liabilities Rs. 1,863.

HIGH COURT.—6TH JUNE.

(Before the Hon. Mr. JUSTICE BAYLEY.)

MOTIONS.

LONG CAUSES.

206-71—Manisty and Fletcher—Jamsetjee Adurjee and others v. Nowrojee Burjorjee—P. Dinshaw—(Part heard.)

836-70—Macfarlane and Skipsey—John Watson v. Aga Mahomed Tuckey—Judge—(Part heard.)

10-71—Jeffereon and Payne—Visram Ebram and another v. J. Jenkins and another—Rimington, Hore, and Langley.

90-71—Manisty and Fletcher—Custna Curmee and others v. Damodhur Pandoorang—Dallas and Lynch.

106-71—K. Morojee—Chogalall Nundlall v. Bhadurmull Koondumull and another—C. Tyebjee.

133-71—Manisty and Fletcher—Mirz Ali Abdool Akbar Khan v. Mirza Abdool Latiff—Keir, Prescot, and Winter.

224-71—Jeffereon and Payne—Cassumbhoy Currimbhoy v. Hajee Ebrahim Hajee Dada—No appearance.

230-71—G. J. Mody—Merwanjee Shapoorjee v. Sorabjee Hormusjee and another—Dallas and Lynch.

244-71—Thacker and Chalk—Megjee Premjee and others v. Marwaree Lullukchund—No appearance.

246-71—Manisty and Fletcher—Chubildas Purmanundas v. Curseljee Jehangeer—No appearance.

254-71—Thacker and Chalk—Muthoosing Maneckchund v. Hajarimull Mugneeram and others—K. Morojee.

(Before the Hon. Mr. JUSTICE GIBBS.)

LONG CAUSES.

320-71—Jefferson and Payne—Gopaltram Hemjee v. Atmaram Tricumdas—Hearn, Cleveland, and Peile.

322-71—Leathes and Crawford—Kulphanbhoy Ruttonsey v. John Phillips and another—C. Tyebjee.

330-71—Keir, Prescot, and Winter—Thomas Grieve Young v. Tezpall Soorjee—Hearn, Cleveland, and Peile.

336-71—Dallas and Lynch—Perozbace and another v. Hamabace and others—Thacker and Chalk.

340-71—Hearn, Cleveland, and Peile—Ardaseer Dhunjeebhoy Wadia and another v. Cursetjee Nusserwanjee Cama—No appearance.

344-71—Macfarlane and Skipsey—Gooculdas Dewjee and others v. Thomas Stenhouse and another—Acland, Prentis, and Bishop.

346-71—C. Tyebjee—Diago Antonio Rodrigues v. Burjorjee Framjee Patell—G. J. Mody.

354-71—Rimington, Hore, and Langley—Atmaram Sitaram v. Somerdas Mooljee and another—No appearance.

356-71—Garud—Jeewandas Mooljee and others v. Bhanjee Gopaldas and another—Hearn, Cleveland, and Peile.

360-71—Manisty and Fletcher—Jehangeer Hormusjee v. Rambux Ramnarayen—No appearance.

362-71—Judge—Abba Thara v. Memon Ebrahim Salay—Shapoorjee and Thaeurdas.

364-Leathes and Crawford—Ballajee Juggonnath v. Parshotum Muncharam—C. Tyebjee.

372-71—K. Morojee—Khoja Manock Hajee v. Manockjee Coverjee and others—1 person.

378-71—Manisty and Fletcher—Chuters Dossa v. Muroj Vagjee—Garud.

380-71—Hearn, Cleveland, and Peile—Trimbuck Ramchunder v. Daleharam Daveechund—Dallas and Lynch.

384-71—Do. do. v. do. do.

(Before the Hon. Mr. JUSTICE GREEN.)

MOTIONS.

601-71—Craigie, Lynch, and Owen—Memon Sullaman Soomar v. Memon Abba Thara—Judge.

493-70—Keir, Prescot, and Winter—Sooza Tarra Nojquin v. Dadmothur Mathoorjee—S. Pandoorang and M. Moonshi.

130-71—Manisty and Fletcher—Moorajee Carsondas v. Mirza Mahomed Sallay, &c.—Judge.

373-71—Abraham—Shapoorjee Burjorjee B. v. T. G. Young—Keir, Prescot, and Winter.

375-71—Shapoorjee and Thaeurdas—Ruttonsey Panchan v. Charles Saunders—Manisty and Fletcher.

387-71—Craigie, Lynch, and Owen—Richard Latham and others v. George Meikle—No appearance.

401-71—Jefferson and Payne—Chabildas Lalubhoy v. Arthur Travers Crawford—Leathes and Crawford.

415-71—Macfarlane and Skipsey—Hurgopal Premsookdas and another v. Hurryvulda Cullandas—No appearance.

419-71—Shapoorjee and Thaeurdas—Soonderdas Mooljee and another v. Bace Jeesoda—No appearance.

425-71—Jefferson and Payne—Carsondas Muddonjee v. Hajee Tyeb Hajee Remtoola and others—Macfarlane and Skipsey.

305-71—J. Gopall—Luxumibace, widow, v. Keshoram Bapoojee—Macfarlane and Skipsey.

331-71—Mr. Hearn—The Secretary of State in Council for India v. Hajee Esaa Hajee Paddla—Macfarlane and Skipsey.

171-71—G. J. Mody—Nanabhoy Nowrojee B. v. Rowjee Dadaram and others—Shapoorjee and Thaeurdas.

429-39—Dallas and Lynch—Hassum Mahomed v. Ahmed Mahomed—K. Morojee.

613-70—Jefferson and Payne—Navibace, widow, v. Khatao Ludha—Rimington, Hore, and Langley.

HOW TO SAVE A COMRADE FROM AN ALLIGATOR.

A native soldier has recently been rewarded by the Captain-General of the Philippines for bravery, and the following is the account of what he did:—"A huge alligator seized a comrade. The soldier pursued, and having come near enough, struck the monster a blow on his back, so hard that he opened his jaws, and the man at once escaped!"

DR. DE JONGH'S LIGHT-BROWN COD LIVER OIL.—It is now conclusively established that no other Oil can possibly produce the same beneficial effects as Dr. de Jongh's Oil on the consumptive invalid. Allen G. Chattaway, Esq., Surgeon, of Leominster, in recording its efficacy in consumption, writes: "Having for some years extensively used Dr. de Jongh's Light-Brown Cod Liver Oil, both in public and private practice, I have no hesitation in stating that its effects are very far superior to those of any other Cod Liver Oil." Sold only in capsuled imperial Half-pints, Pints, and Quarts, by all chemists, druggists and storekeepers. Sole Consignees, Ansar, Harford and Co., No. 77, Strand, London.

BOMBAY CHAMBER OF COMMERCE.

YESTERDAY at noon a special general meeting of members of the Bombay Chamber of Commerce was held at the office of the Chamber, Graham's Buildings, to receive the report of the committee on the question of the improvement of the Elphinstone Property and the formation of a Port Trust, and to pass such resolutions in reference thereto as might be considered expedient. Mr. J. K. Bythell (Messrs. Gaddum and Co.) was called to the chair. There was a large attendance of members.

ELECTION OF MEMBERS.

The secretary, Mr. James Taylor, read the notice convening the meeting, after which the following firms were ballotted for and elected members of the Chamber:—Messrs. Greaves, Cotton and Co., proposed by the Chairman, and seconded by Mr. James Macalister (Messrs. Finlay, Muir and Co.); Messrs. Munro, Newsom and Co., proposed by Mr. C. Douglas (Messrs. Ritchie, Steuart and Co.), and seconded by Mr. Donald Graham (Messrs. W. and A. Graham and Co.); Mr. James Bogie, proposed by the Chairman, and seconded by the Hon. J. A. Forbes (Messrs. Forbes and Co.)

ELPHINSTONE PROPERTY AND PORT TRUST.

The Chairman then introduced the question of the improvement of the Elphinstone property and a Port Trust. He said—

We meet to-day, gentlemen, specially to discuss for the second time the action taken by Government in connection with harbour expenditure, taxation, accommodation, and management. It will be well briefly to refer to the circumstances under which we met before, in the month of January last. Two and a half years prior to that date, that is to say in July 1869, Government had bought the whole of the Elphinstone Company's property on the foreshore of the harbour for a sum closely approaching two millions sterling. The transfer of the property was not completed until some time afterwards, but the offer was made publicly at the period I have mentioned. It was generally believed and currently reported that this enormous sum of money had been spent with the intention that it should be placed to the charge of the trade of the port. For a year or more we had, however, only rumour or unofficial statements to go upon, but in the autumn of 1870 an Act was introduced into the Legislative Council which showed that our apprehensions had not been without foundation. We then learned that it was proposed to make the trade of the port pay interest at 4½ per cent. per annum on, and repay in 30 years the whole of this enormous outlay entered into without the mercantile public being in any way consulted. As a preliminary measure we then also saw Act 5 of 1870 passed by the Council, an Act that empowered the Government of Bombay to levy fees on all landing places including those that had previously been free; and under the powers conferred by that Act we were soon called upon to pay, and do still pay, landing and shipping fees on every Government bunder and landing place, although on some of those bunders no expenditure had been incurred by the Imperial Government, the whole expense of construction and maintenance having been so far as we can learn defrayed from dues collected in the port. It was only natural that the mercantile community, seeing the rumours previously current thus confirmed and new taxes imposed without any return being given, and knowing that the negotiations between Bombay and Calcutta were still in progress, should take alarm and anxiously entreat Government to allow them to have a voice in the settlement of a question so deeply affecting their interests. The Committee of the Chamber addressed the Government of Bombay time after time praying that some portion of the correspondence on the subject might be made public. Our letters failed, however, to elicit any satisfactory response. Sometimes we did not get any answer for many weeks, and when we did receive replies they were only to the effect that when the whole question was definitely settled between the Government of India and Bombay we should have full information laid before us. This was, however, just what we were so anxious to avoid. We wished, I think quite reasonably, to see what the proposals were before they were accepted finally by the Government of India. It was a thing before unheard of in a British port that enormous expenditure should be incurred in harbour works, and negotiations be in progress during a period of two and a half years with a view to changing the whole nature of the harbour accommodation without the trade being asked once for an opinion as to whether the expenditure and the proposed changes would be beneficial or not. In that novel, unpleasant position was this port however placed, gentlemen, when we met in the month of January last to decide what steps should be taken in the hope of inducing Government to grant us the opportunity of saying a word in the controversy. At that meeting resolutions were passed instructing the Committee of the Chamber to prepare and send up a respectful memorial to the Government of India, stating that the practice of legislating on commercial matters without consulting the mercantile community was injurious to our trade, and praying that the correspondence on the Port Trust question between the two Governments might be published. That memorial received a prompt and favourable answer. The Government of Bombay was requested to give us the information for which we asked, and at the end of the month of March we received copies of, and extracts from, the correspondence which, though incomplete, gave us the details of the Elphinstone purchase and showed pretty clearly the nature of the negotiations it had necessitated. A copy of the correspondence has been placed in the hands of each member of the Chamber, and the bulk of it has been republished in the local newspapers, and I may take it for granted therefore that you are all familiar with its main features.

The possession of this correspondence has changed our position very materially. When we last met we were completely in the dark, but now we have, I think, information enough to enable us to come to a decision regarding the course we ought to urge and recommend Government to adopt in order to further the interests of the trade of the port. And, gentlemen, now that we come to debate upon the question in this new light, you will, I am sure, agree with me in stating that we disclaim all intention to say anything disrespectful of, or to take up a position in antagonism to, Government. Government will find that the merchants when consulted will be anxious to give all possible information and to assist in any measure likely to be for the public good. It is necessary to say this, because we are compelled, in justice to ourselves, to criticise the action taken by the Government of Bombay in connection with the Elphinstone purchase. We must revert to that transaction, because it is imperatively necessary that we should show the Government of India that the purchase has already imposed a new heavy burden on our trade, and that it would therefore be unjust in the extreme to carry out their intention of at once charging interest to the trade of the port on all future outlay for the extension of harbour works. Moreover, gentlemen, we know that our late Governor, Sir Seymour Fitzgerald, several times told individual members of the Chamber that when the merchants had seen this correspondence they would admit that he had looked well after the interests of the trade of the port, and it will be remembered that Sir Seymour, at a public dinner shortly before his departure, took credit for having obtained remissions for us from the Government of India amounting to about a million sterling. Gentlemen, I do not see how we can allow these remarks to remain unanswered. Reductions in the sum on which the Government of India claimed interest from the trade here were undoubtedly obtained, but we are not so blind as to be unable to see why those remissions were necessitated. They were necessitated because Sir Seymour had by his own act accepted without remonstrance an overwhelming burden of debt on behalf of our port. The Government of Bombay we find first urged the Government of India in June 1867 to grant permission for the Elphinstone property to be bought. The application was however refused then, but was again made in February 1869, shortly after the late Lord Mayo had assumed office as Viceroy. The second application was successful, for we find that a letter from the Government of India, dated 15th June 1869, empowered Sir Seymour to buy the property at a price not exceeding the par value of the Company's paid-up capital. To that letter were, however, attached 23 clauses, containing the terms on which the permission was granted. I wish to direct your attention specially to the clauses numbered 6, 8, 9, 14, 17 and 18, and I must, in order to make what I have to say clear, read them to you:—

"The whole sum paid to the Elphinstone Company, with the costs attending the transfer, to be placed to the debit of the Board in an account with the Government."

"The whole of the outlay incurred by the Government, or from special local funds, on the reclamation of land made over to the Board, or for works in progress in connection with such reclamation, or for wharves or other conveniences so made over, from which income is not obtained, or for which a fair equivalent is not charged under the last clause, shall also be debited to the Board."

"No account of expenditure under the last clause shall extend further back than the year 1850, and the sum debited to the Board on account of local fund outlay shall be paid by the Government to the credit of the fund from which it was originally supplied."

"The Board to be bound, under the Act which constitutes it, to pay to the Government interest on the whole sum debited in the manner above stated, at a rate to be fixed hereafter, with the intention of causing the yearly interest on the whole amount at the rate of 4½ per cent. per annum, together with the whole of the capital, to be discharged in 30 years."

"For the further improvement of the foreshore of the Harbour of Bombay within the limits to be fixed as aforesaid, and for the construction of works and buildings, and the provision of conveniences for the trade of the port, the Board shall be empowered to borrow, from time to time, such sums as the Government shall approve, subject to any rules or orders as to the manner of so borrowing, as shall be approved by the Government of India.

"The provisions for the discharge of interest and repayment of capital borrowed under the last clause shall be similar to those described in clause 14, that is to say, all such debts shall be paid off in 30 years from the time of their being incurred, with interest as fixed in each case from year to year."

Did Sir Seymour, on reading the terms, attempt to get them modified or point out that it was impossible to comply with them? On the contrary he does not seem to have troubled himself about the terms in the least, for he accepted them without a word. And what did the unconditional acceptance of these conditions signify?

First, you will see, gentlemen, that the Government of Bombay, by agreeing to those terms, accepted the principle that all future outlay incurred in constructing great works in the harbour, instead of being as before that period on account of the Imperial Government, should become from the day of payment a local charge on the trade of the port. Prior to that date the Government of India had undertaken all great works at their own cost, and only intended to call upon the trade to pay in return for accommodation provided.

Secondly, the Government of Bombay agreed also to accept as a debt to the Trust, that is to say to the port, all the money amounting to between 70 and 80 lakhs of rupees that had been expended from Imperial funds in the harbour between the year 1850 and the date of the Elphinstone purchase. So that the trade of the port was to be made to pay interest on all past expenditure since 1850, and also on all future outlay, at the rate of 4½ per cent. and was also to be made to pay the whole amount within 30 years.

And thirdly, Sir Seymour Fitzgerald consented to charge the Trust with the £1,900,000 (to speak in round numbers) paid to the Elphinstone Company for a property which cost only £1,200,000. Perhaps this way of putting the terms of the purchase may at first sight be object d to; but is not what I have stated the real fact of the case? Out of the total of £1,900,000 expended by the Company, we see Mr. Ormiston says that, so far as he can make out, £700,000 went in reclaiming the Warree Bunder, a property which was handed over as a free gift to Government in 1837—two years before the residue of the property was sold. Whether the terms exacted from the company in return for the concession to reclaim were too hard or not is a question with which we have not to deal now. Personally I think the terms were very hard, but for that very reason Sir Seymour should have tried to get them modified before he transferred them from the company to the port. We find, however, that it was not until the 21st June 1870, eleven months after Sir Seymour had committed himself to the purchase of the property and had thereby accepted those stringent stipulations on which I have just dwelt, that the Government of Bombay wrote to the Government of India pointing out that the effect of those conditions would be to saddle the Port Trust with a debt of £2,800,000, a sum on which it was utterly hopeless to expect the port to pay interest. In a word, if the Government of India had kept Sir Seymour to his bargain we should have been hopelessly involved in debt and must have had our port dues and bunder fees made more than double what they now are without any new harbour accommodation being given to our trade. Fortunately, however, the Government of India did not keep to the strict letter of the conditions they had imposed. On receipt of the letter from Bombay, asking that about a million sterling of the £2,800,000 of debt might be transferred from the port to Imperial account, the Government of India replied that though they were astonished to receive such a communication they would in the interests of the trade of this place agree to an equitable and liberal arrangement. They, however, took care to recapitulate the arguments that had been brought forward by the Government of Bombay when asking for permission to make the purchase, and to say that, had statements then been made similar to those laid before them subsequently they would have kept their railway station and refused their consent to the transaction. I will read two paragraphs to show the liberal spirit in which the Government of India agreed to discuss the question. First, para 12 of the letter from the Government of India dated 1st April 1871—

"The Governor-General in Council, I am directed to observe, desires to draw the line very clearly between what is due to the Government of India under the conditions to which reference has above been made and what the Government of India would desire to enforce, if it be proved that those conditions cannot be complied with, otherwise than by placing objectionable burdens on the trade of Bombay. But if it be now found that conditions without the acceptance of which the Government of India would assuredly not have assented to the purchase of the Elphinstone property, cannot be complied with, a serious responsibility rests on the Bombay Government for having placed the Government of India in the position of having sanctioned the creation of a permanent debt of more than 12 millions sterling, which, if the whole of the facts of the case had been fully represented, the Governor General in Council would not have done."

And then paragraph 28 of the Government of India's letter, dated 8th September 1871—

"The Governor-General in Council was surprised and disappointed by this communication, which differed so very widely, in spirit and in fact, from the representations upon which the purchase of the Elphinstone estate at a very heavy c

gated, although there may be an under-current of obstructiveness and petty-officialism pervading a department to such an extent as to make all business intensely unpleasant and disagreeable. Besides, if we sent up any cases to Government they would just be referred to the chief dock official for report and would certainly be decided on what he recommended. In fact the docks cannot be a success unless you let the men who make use of them and who pay the revenue have a share in the management. In Calcutta the management of the port is in the hands of a board on which mercantile men are in the majority, and Captain Henry will tell you he knows that the facilities for traffic and the management generally have since the board took charge there wonderfully improved. Sir Richard Temple, in a budget speech some little time ago, also spoke of the working of the Calcutta Port Trust Board in complementary terms. It is a great mistake to say that mercantile representatives cannot be trusted with some share in the active management. In every port of any importance in England the management is in the hands of a board. It is true, as pointed out by His Excellency, that Port Trust Boards in England are not exactly in the same position as the proposed board would be here in Bombay; but I think His Excellency was mistaken in thinking that those boards do not administer public money; for Government have in many instances of late years lent very large sums of money at a low rate of interest to assist in the construction of important harbour works and have been content to allow the entire administration remain in the hands of boards. Act 24 and 25 Vic., c. 47 (1861), An Act to facilitate the construction and improvement of harbours by authorizing loans to harbour authorities especially provides in fact for loans being granted at a low rate of interest to Harbour Boards in order that improvements may be effected. This subject is so important, that you will, I think, excuse my occupying your time in reading some of the clauses showing the terms on which money is lent to Boards regularly in England.

"Harbour authority" shall include all persons or bodies of persons, corporate or unincorporate, being proprietors of or intrusted with the duty of constructing, improving, managing, maintaining, or lighting any harbour.

The Public Works Loan Commissioners, as defined by the Act of the nineteenth year of the reign of her present Majesty, chapter seventeen, may, out of the funds for the time being at their disposal, or provided by Parliament for the purpose, advance to any harbour authority, for the purpose of construc ing, improving, maintaining or lighting any public harbour, or for carrying into effect any other shipping purpose such sum or sums of money as may be required, subject to the following regulations:—

(3.) No harbour authority shall borrow any money from the said Commissioners under this Act without the approval of the Board of Trade, in writing, signed by one of their secretaries or assistant secretaries.

When the aggregate amount of principal money due to the said Commissioners from any one harbour authority in pursuance of this Act does not exceed one hundred thousand pounds, the interest payable in respect thereof shall be at the rate of three pounds five shillings per annum on each hundred pounds; but when such aggregate amount exceeds one hundred thousand pounds, the interest payable in respect of one hundred thousand pounds shall be at the rate aforesaid, and the interest payable in respect of the excess shall be at such higher rate as the said Commissioners may determine, not exceeding five pounds per annum on each hundred pounds.

(3.) The period for repayment of any sums advanced shall not exceed fifty years.

(4.) The repayment of any advances and of the interest thereon shall be secured upon all or any of the rates leviable by the harbour authority to whom such advances are made, either alone, or together with such other property or income as may be agreed on, and it shall not be incumbent on the Public Works Loan Commissioners to require any other security.

(5.) Any harbour authority which has for the time being power to levy rates and tolls immediately or prospectively, or is or may be entitled to any other income or property applicable to shipping purposes, shall have power to borrow money from the said Commissioners under this Act on the security of the said rates, tolls, income and property, or any part thereof, and to charge the same accordingly.

(6.) For the purposes of loans made to any public harbour authority under this Act the clauses of "the Commissioners Clauses Act, 1847," with respect to the mortgages to be executed by the commissioners, except so far as the same may be inconsistent with the clau ses and provisions of the said Public Works Loan Act and the Acts therein mentioned shall be incorporated with this Act; and in the construction of this Act, and of the said incorporated clauses, this Act shall be deemed to be the special Act, and the harbour authority, to which an advance is made, shall be deemed to be the Commissioners.

In compliance with the terms of this Act the Public Works Loan Commissioners have lent very large sums of money to the different English and Scotch ports. I have not been able to ascertain the total amount so lent since the Act was passed in 1861, but I am informed on good authority that the Leith has alone borrowed since 1865 between £300,000 and £400,000 and has spent the money on the construction of new docks. The port of Leith is entirely managed by the Commissioners of the port and harbour (another term for Harbour Board) and the Commissioners, I am assured, are all mercantile men, although they have been allowed to control the expenditure of such a large sum of Government money. And, gentlemen, in order to show what powers are granted to a Harbour Board in England you must bear with me while I read that portion of the Act which states the constitution of the Dover Harbour Board:—

"From and after the passing of this Act, the harbour of Dover and the soil thereof, and all property, real and personal, vested in the warden and assistants of the harbour of Dover, in the county of Kent, or in any person in trust for the purposes of the said harbour, with their actual and reputed appurtenances, subject to all liabilities affecting the same, shall be transferred to and vested in a board of trustees, to be called 'the Dover Harbour Board,' constituted as hereinafter mentioned; and the said Dover Harbour Board shall be a body corporate, with a perpetual succession and a common seal, and having a capacity to hold land subject to the provisions of this Act.

"All rights and privileges of imposing, collecting or recovering any taxes or rates, of purchasing any lands, or of doing any other matter or thing relating to the said harbour of Dover, or the property belonging thereto, or to the said warden and assistants of Dover harbour, which may, by virtue of any Act of Parliament, charter or otherwise, be vested in or exercisable by the warden and assistants of Dover harbour, shall, on and after the passing of this Act, by force and virtue of this Act, be transferred to and vested in the said Dover Harbour Board.

"All debts and obligations incurred, all contracts entered into, and all matters and things engaged to be done by, with or for the warden and assistants of Dover harbour, in respect of any property, powers, rights, or privileges transferred to the said Dover Harbour Board as aforesaid shall be deemed to have been incurred, entered into, or engaged to be done by, with or for the Dover Harbour Board; and all such debts, obligations, contracts, matters and things, and all securities for the same, and all penalties and forfeitures for the non-performance thereof, shall, on and after the passing of this Act, be enforceable by or against the said Dover Harbour Board to the same extent as the same would, if no such transfer had taken place, have been enforceable by or against the said warden and assistants of Dover harbour.

"After the first day of January, one thousand eight hundred and sixty-two, the said Dover Harbour Board may, for the purpose of maintaining and improving the said harbour, with the consent of Her Majesty in Council, impose rates on vessels using the harbour, and on goods landed or shipped in the harbour not exceeding the rates specified in schedule (A) annexed to 'The Burgh Harbours (Scotland) Act (1853),' and may from time to time, with the like consent, vary such rates by reducing or raising the same, so that they do not exceed the rates mentioned in the said schedule; and any rates so imposed may be either in lieu of or in addition to any other rates leviable by the said warden and assistants, and which by this Act the said Dover Harbour Board are authorized, on and after the said first day of January, one thousand eight hundred and sixty-two, to levy as aforesaid.

"Subject to the right of the creditor as reserved by this Act, all debts legally incurred previously to the fifteenth day of March, one thousand eight hundred and sixty-one, and secured on the passing tolls levied in respect of Dover harbour, either alone or in common with other property, shall be paid by the said Harbour Board out of any rates they may have power to levy, and out of any real or personal property of which they may have become seized or possessed; and for the purpose of paying such debts, and the permanent improvement of the said harbour, the said Harbour Board may sell the real and personal property vested in them as aforesaid, or any part thereof, and apply the moneys arising from such sale accordingly.

"If any of the present officers of the warden and assistants of Dover harbour shall not be appointed by the said Harbour Board to the same offices as those they now hold, or to others of an equal annual value, then the said Harbour Board may, with the consent of the Board of Trade, allow such compensation or superannuation allowance as the said Harbour Board may think fit to any such officer or officers, but so that no such compensation or superannuation allowance shall exceed the proportion of salary or emoluments which might be granted under similar circumstances to a person in the public civil service under the Act of the twenty-second year of the reign of her present Majesty, chapter twenty six, or of any other Act for regulating such compensation or superannuation allowance for the time being in force; and any compensation or superannuation allowance so allowed shall be paid out of the revenue of the said Harbour Board.

"The said Dover Harbour Board shall consist of seven members, four of whom shall form a quorum; the said seven members shall be the Lord Warden for the time being of the cinque ports, two burgesses of the borough of Dover, elected by the town council every three years, and to be eligible for re-election, a member to be from time to time appointed by the President of the Board of Trade for the time being, a member to be from time to time appointed by the First Lord of the Admiralty for the time being, a member to be from time to time appointed by the South-Eastern Railway Company, under their common seal, and a member to be from time to time appointed by the London, Chatham, and Dover Railway Company under their common seal: provided, that in the event of either or both of the said Railway Companies failing or declining to appoint a member of the said Harbour Board, within one calendar month after having been required so to do by the President of the Board of Trade, then such President shall from and after such default, be entitled thereafter to appoint from time to time another member or members in lieu thereof, as the case may be; and the said Lord Warden shall, ex officio, be chairman of the said Harbour Board; and the said Lord Warden shall also from time to time nominate, under his hand, one of the members of the said Harbour Board to be his deputy, to preside at all meetings at which the said Lord Warden shall not be present; and in the event of an equality of votes at any meeting of the said board, the chairman of such meeting shall be entitled to a casting vote in addition to his ordinary vote.

"No member of the said Harbour Board shall enjoy any office or place of profit under this Act; and no such member shall directly or indirectly, by himself or his partner, have any share or interest in, or be in any manner concerned in, any contract or bargain relating to any works to be ordered, done, or executed under the provisions of this Act or any other Act, or any charter, relating to Dover harbour or in the execution of any such works, or in the supplying of any materials for any such works, or for the use of the said harbour or board; and if any member of the said board shall disobey this enactment, every such member so offending shall for every such offence forfeit and pay the sum of one hundred pounds to any person or persons who shall sue for the same, and shall, upon being convicted of any such offence, become then and be for ever afterwards incapable of being or acting as a member of the said board; and no such contract or bargain as aforesaid, which any such offending member has entered into contrary to the intent of this enactment, shall be enforced against the said board: provided, nevertheless, that all Acts and proceedings of any person acting as a member of the said board previous to his being convicted of any such offence, shall, notwithstanding such conviction, be good, valid and effectual.

"It shall at any time any debts hereby made payable by the said Dover Harbour Board are paid out of moneys provided by Parliament in pursuance of this Act, the amount so paid shall be deemed to be a debt due to the crown from the said Dover Harbour Board, and shall be recoverable accordingly.

"Until the debts charged on the revenues of Dover harbour previously to the said fifteenth day of March, one thousad eight hundred and sixty-one, are discharged, it shall not be lawful for the Dover Harb our Board to charge the said revenues or any part thereof with any new debt, or to undertake any new works, without the consent of the Commissioners of Her Majesty's treasury.

"The mayor, aldermen and burgesses of Dover, hereinafter called the Corporation, may at any time hereafter, by deed under their common seal, transfer to the said Dover Harbour Board, to be applied by them to the purposes of the harbour, all or any of their powers, rights and privileges, whether exercised by them in the capacity, of corporation or of local board of health, of levying rates and dues on coal, culm and coke imported, and of levying rates and dues on ships, or on goods carried in ships, and thereupon the said Dover Harbour Board may exercise the powers, rights and privileges so transferred in as full a manner, as but for such transfer the said corporation might have exercised the same.

"The said Corporation and the said Dover Harbour Board may, on any such transfer as aforesaid, enter into such arrangements as they may think fit, for the apportioning as between themselves the incidents of any debt charged on the rates and dues so transferred, and for granting indemnities to each other for the purpose of carrying such arrangements into effect.

"Any creditor shall, in respect of any advance made by him on the security of the rates and dues hereby authorized to be transferred to the said Dover Harbour Board, have the same claim against the said rates and dues when transferred to the said Dover Harbour Board, and against the said Dover Harbour Board, to the extent of the rates and dues so transferred, as he would, if such transfer had not been made, have had in respect of the same debt against such rates and dues in the hands of the said Corporation, and against the said Corporation in respect thereof."

If boards are thus considered trustworthy enough to be allowed to administrate Government loans in England with but slight Government control, surely we in India might be entrusted to do the same with the rigorous Government control stipulated for by the Government of India. The whole proposal is that a board shall manage the harbour under the strictest possible Government control. The board could take no important step, could enter into no new expenditure, could levy no new fees without Government sanction.

Although His Excellency's experience of the working of boards has not given him confidence in their judgment, the fact remains that the finest and best conducted dock estate in the world, that of Liverpool, has been constructed and is managed entirely by a board. I know it has been said that the merchant community in Bombay is constantly changing and that therefore a Port Trust Board with mercantile representatives would also be constantly changing its members and its policy. There would doubtless be changes in the members, but at any rate some men would remain on the board for a considerable time and would prevent vacillation and mischievous changes. The management of the harbour would in fact be much less subject to unprofitable changes in policy under a board than under Government. We have every reason to believe that the senior officer in charge of the administration of the port would for some cause or other be frequently changed. A new man coming on to a board would be kept in order to begin with and until he got well accustomed to the work by his colleagues; but a new man placed in supreme charge of the whole dock and bunder business of the port without anyone to check him and with only subordinates to guide him might upset everything done by his predecessor and might hinder for years the completion of works that were imperatively needed. If you want an instance of the vacillation and delay inseparable from Government management, look at the Moody Bay work. Government has been considering the completion of and playing with that property for the last nineteen years, and has ended by spending almost uselessly an immense sum of money. I presume the first idea when the works were commenced was to make a large dock, but the Elphinstone purchase showed that there must have been a speedy change of opinion, for Government could scarcely have intended to construct docks both on the Elphinstone estate and at Moody Bay. What is there now to show for the £479,000 that have been expended in Moody Bay, and why has the money been spent? You can see from the Port Trust correspondence that Gove rnment has no fixed plan with regard to the property although nearly half a million sterling has been spent there. And do we not find the Government of Bombay, after they had bought the Elphinstone property, actually asking for permission to build a pier that would have taken a good portion of the trade to Colaba away from the Elphinstone property, and did not the Government of India refuse to listen to the proposal before recommended by a Port Trust Board? And, gentlemen, I hope His Excellency will not consider me disrespectful when I take the liberty of saying that the present change in the opinion of the Government of Bombay affords another example of the changes of policy that would occur under Govern ment management. It was settled long ago between the Government of India and Bombay that a Port Trust Board with mercantile representatives should be establi shed, and now in consequence of a change in the Government the whole question will, I presume, be re-opened and its settlement indefinitely postponed. Without a board of management every proposal to increase accommodation will be handed to this official and that merchant for report, and by the time a decision is arrived at perhaps some private competitor will have supplied the want and prevented the Port Trust from reaping a solid advantage.

I hope His Excellency will read the private correspondence between Government and the promoters of the Bombay Reclamation Company, for I find there are in that correspondence some very strong official opinions with regard to the delay and uncertainty that characterize Government prosecution of public works. In a letter from the Government of Bombay to the Government of India, dated 28th September 1863, I find the following strong expressions of opinion (page 45 paras 32 and 33):—

"The third course would have been preferred had there been any real security for the vigorous prosecution of the work, and the continuous supply of funds, but Government cannot afford any such security. A change in the personal composition of the Government, or of the Departments of the Pubic Works or Railway, of either the local Government or Government of India, may cause a considerable change of view and entail serious delay in carrying on the work."

"On looking back 25 years, it is impossible to forget the incessant delays and suspension, the vexatious changes of view, the frequent (and often unavoidable) restrictions on expenditure, even when the Government was best inclined to push on works like the Ganges Canal, the Great Trunk Road, and the Godavery Works. If these be contrasted with the mode in which the railways were pressed on during the time of greatest financial difficulty and political excitement, when every work of Government, however useful and necessary, was stopped, it is impossible to resist the conclusion that when private enterprise and capital can be enlisted to undertake such works, it is the wisest plan for Government to avail themselves of such aid, as affording the best security for a steady and complete execution of the great work which in itself promises such substantial advantages to the State."

And at pages 9 and 10 there is a memorandum by the Consulting Engineer for Railways, from which I will read (pages 9 and 10):—

"It is his duty first to remind Government that that Her Majesty's Secretary of State disapproved of the concession given to the Elphinstone Land Company in 1861, and considered that Government should themselves undertake these works."

"The Moody Bay Reclamation is a specimen of the Government prosecution of such works, it has been written about since 1853, when a contract was made for a portion at a rate of Rs. 2-5 per 100 cubic feet, the present rate is upwards of Rs. 3, the portion then reclaimed cost Rs. 6 per square yard, including a gird wharf wall," and it is worth Rs. 25 per yard now."

And the then Governor, Sir Bartle Frere, minutes in the margin as follows on the advantage of the works being undertaken by private agency instead of by Government. He says (page 11)—

"The great advantage of having the work begun by able and competent agency on the spot, instead of being merely discussed and talked about."

And as regards the danger of allowing mercantile men to have anything to do with Government contracts, let anyone take the trouble to enquire what rates Government pay under the sole management of their own officials and what other people pay. I will just give you one fact. The ship Gaangandy brought a cargo of coals out for Government about three years ago. Her cargo was landed and stored at Moody Bay for Government account by some contractor at a cost of six rupees four annas per ton!! Now, at that period Mr. Ryan was landing and piling coal on the bunders for one of the Railway Companies for one rupee eight annas per ton, the standard market rate of the period—say stone-fourth of the rate paid by Government to their contractor. Possibly bad I time given me I might hear of some more similar cases, but I have given you one very striking instance.

To sum up the whole case as regards Government management, what has the harbour history of the last few years been but one long series of vacillation and inconsistency, extravagant expenditure and ruinous changes in policy? Government began by spending nearly half a million sterling at Moody Bay, then rendered that outlay almost useless by buying up the Elphinstone property with the idea of their providing sufficient dock accommodation for the whole of the trade, and finally proposed to draw a large portion of the trade away both from Moody Bay and the Elphinstone properties, by constructing a pier at Colaba. I wonder whether any harbour board in England ever spent nearly two and a half millions of money without any settled policy in this haphazard way! Positively the more you investigate the management that has hitherto existed the worse it looks and the less it redounds to the credit of those concerned. One month hence it will be three years since Government acquired possession of the Elphinstone property, and only now are they consulting merchants as to the trade that may be expected to come to the property should the basine be completed. Boards may fail in some things; but I think we may safely say that any board in existence would have made these enquiries and would have decided whether the competition of the works was likely to be a profitable transaction or not before, instead of after, buying the property. Look at the question in fact from any point you like, and you will not find in the past history of the harbour any one circumstance in favour of the present system of management or mismanagement being continued, whereas if you consider the wonderful work that has been performed by boards almost entirely composed of mercantile men in other ports you have a very excellent reason in favour of a board being at any rate allowed a trial here.

I am sorry, gentlemen, to have detained you so long, but the importance of the subject must be my excuse. As this is certainly the most important question the Chamber has had to deal with for a very long time past, I hope you have studied the papers that have been placed in your hands and will favour the meeting with a full expression of your views. I hope, too, that the remarks I have made with respect to the necessity for the formation of a Port Trust Board on liberal principles will suggest to you arguments, the enunciation of which will have the effect of inducing His Excellency Sir Philip Wodehouse to modify his opinion and bring forward the Port Trust Act framed as we should wish at an early date.

"That the resolution which I have the honour to propose on behalf of your Committee read as follows:—

"That this Chamber having considered the report of the Committee of Management, the correspondence as published in the *Bombay Government Gazette* between the Government of India and the Government of Bombay regarding the purchase of the Elphinstone estate, and the burdens imposed in consequence of that purchase on the trade of the port:

"Resolved that the Committee of Management be empowered to urge on His Excellency the Governor of Bombay in Council the expediency of carrying out the plans proposed by Mr. Ormiston (if convinced of their feasibility) for deep water basins to accommodate the shipping of the port, with funds to be provided by the Government of India without any charge for interest on the outlay until the basins are ready for use, and that the work be proceeded with and completed as speedily as may be practicable.

"That the Committee be requested to urge the Government of Bombay to take early steps to place the management of all public bunders and landing places, the Elphinstone property acquired by Government, and the general conservancy of the port, in the hands of a Port Trust, in accordance with the views expressed by the Government of India in the published correspondence, and to provide for the mercantile community being largely represented on the Board."

The motion was seconded by the Hon. Mr. Forbes. A discussion (which we hold over) followed, and the resolution was carried unanimously.

INDIAN ITEMS.

THE HEAT AT ALLAHABAD.—Our thermometer on Sunday last at noon registered in the shade 116°.—*Pioneer.*

THE LATE RAILWAY ACCIDENT AT CHANDERNAGORE.—We hear that the native station-master of Chandernagore, who is only an assistant, will be prosecuted by the East Indian Railway Company on a charge of wilful negligence in working the trains and thereby causing the late accident at that station.—*Englishman*

THE CALCUTTA REVIEW.—In Calcutta, it is almost considered blasphemous to question the literary excellence of anything that appears in our only quarterly; and under the licence which this opinion has created, a good deal of clumsy writing has recently crept into the *Review*, for which no other journal in Calcutta could afford to pay one anna a line.—*Indian Daily News.*

NEW BOOK ON MILITARY LAW.—Under orders from Government, Lieutenant-Colonel Maisey, Deputy Judge Advocate-General and Examiner in Military Law, is now engaged upon the compilation of a text-book for the use of subalterns studying military law, with a view, to the examination which they must pass before promotion. The work is expected to be ready by the end of the year.

ANOTHER COLLISION ON THE EAST INDIAN RAILWAY.—It is reported from the Futwa station on the East Indian Railway, 240 miles from Howrah, that on last Friday morning, while the No. 11 down goods train was either running into, or out of, that station, an up special train met it on one of the curves at the end of the station, and an accident ensued, resulting in the death of the only passenger in the goods brake van, the native doctor of Dinapore, and slight injuries to the enginemen and guards.—*Englishman.*

SNAKE-BITE CURE RECIPES are very numerous, yet bitten people go on dying throughout the country in a way which makes us think that the receipts are quack creations or experiments. However, as it is possible that in the pack the trump may be turned up at last, we have no objection to publishing the latest prescription as it appears in the columns of a Calcutta contemporary:—Six or seven tender leaves of *Arka* or *Arkanda* (Asclepia gigantis) are to be pressed; the juice to be mixed with hot ghee and taken at once, or in two or three doses if the patient is unable to swallow it in a draught.

METEOR IN TRAVANCORE.—Our correspondent at Trevandrum says—A meteor of unusual brilliancy and magnitude forced itself on the attention of the Travancoreans on the evening of the 27th May, at about 7 P. M., or a little after. At Trevandrum it illuminated the whole district, and appeared at first a little to the northward at an angle of, say, some 45, travelling with considerable velocity about W.S.W. The apparent diameter might be some 10 inches, the length of the body being about three times that diameter. It tapered towards the tail, and was followed by a track of globules of fire, and ultimately seemed to burst into many various coloured and brilliant heads of light—all in less than 5 seconds!—*Madras Times.*

WHY WON'T THE YOUNG MEN MARRY?—We have seen a copy of the thirty-fourth annual report of the Uncovenated Service Family Pension Fund, being for the year 1870-71, and we are glad to find that this valuable institution continues to maintain its high character for stability and usefulness. It is a source of anxiety to the directors, however, that the young ladies on the fund do not marry fast enough: "We have had a vast number of daughters left pensioners, and they marry very slowly. The increase of pensioners during the year was—Widows, 13; sons, 7; daughters, 27. An increase of twenty-seven daughters in one year is somewhat startling. The present increase of liabilities is due chiefly to the fact that only six daughters married last year and left the pension list.—*Indian Daily News.*

MOFUSSIL JUDICIAL OFFICERS.—Any one who will take the trouble to go over the decisions of the High Court in appeal from the districts, and the heaps of "circular orders" and "criminal letters" that are annually retailed to the provinces, will discover how sadly wanting the mofussil bench is, in that common experience courts of justice which every judicial officer, be he judge, magistrate, or moonsiff, ought to possess. It would surprise any one to know how much of teaching work, of the most elementary kind, the High Court is compelled to perform for the benefit of the subordinate judicial service. How to frame a simple charge of theft, and how to address a jury upon the facts of a case, may be taught a deputy magistrate who is supposed to come fresh from academic bowers, but to tell him that a decision without taking evidence is illegal, and that his private knowledge and prejudices should not be imported into a case, would ordinarily be an insult to his common sense. And yet these are specimens of what forms the subject of a pretty large proportion of the "criminal letters" and "circular orders" of the High Court.—*Indial Daily News.*

THE BANK OF BENGAL.—The connection of the Government with the Bank gives, or ought to give it, such a controlling power over its management as to render its vaults as safe a repository for the public money as the State coffers themselves. Perhaps the most unpleasant feature of the late transactions is the proof they appear to furnish that the Government either did not exercise this power in an efficient way, or exercised it in a manner positively prejudicial to the public interests. Let it not be supposed that we are arguing in favour of the continuance of the existing connection. As far as our present information goes, we are inclined to adopt the opposite view. We are merely pointing out that if that connection is to be condemned, it must be on other grounds than that of risk to the Government credit. If it can be shown, as seems very probable, that the Government have made a bad bargain from a pecuniary point of view; if it can be shown that the Bank is demoralised, or unduly aggrandised at the expense of other capitalists—that the money market is thrown into disorder, or that loss or inconvenience in any other form is inflicted on the community by the connection—let it, by all means, be forthwith severed, or reformed.—*Englishman.*

A TRAIN ON FIRE.—A correspondent, writing from Gooty on the 31st ultimo, says—At a quarter to twelve yesterday morning, about five miles from the Tadpatri station, and seven miles from Royalcheroo, just as the train was crossing a wooden bridge, a quarter of a mile in length, both the engine-driver and the guard perceived one or more of the waggons to be on fire, and the former very wisely waited till the train had almost passed the bridge, and then he jumped off, and unhooked the engine to get with the first waggon which was not on fire; and in the meanwhile the guard unhooked the carriage attached to the last waggon on fire, thus by their promptness saving us from being burnt alive. The wind was blowing very strongly yesterday from the north-west, and caused the tarpaulin to expose some bamboo mats, which must easily have taken fire from a spark from the engine; the heat also being very great melted all the tar on the tarpaulins and thus assisted the fire a good deal. The goods in the waggons were cigars, rice, Neilgherry tea, sugar, potatoes, mangoes, indigo, one or two tents, an iron cot, &c., some of these belonging to the railway company. Those on the spot did their best to put the fire out, but, owing to the strong breeze, they were unable to effect much; but they succeeded in putting out the fire in one of the waggons, after three-fourths of it was burnt down, and the whole of the merchandise; the other two waggons being entirely burnt down, the iron works alone remaining. The Inspector, Mr. Mackenny, and the Sub-Inspector, Mr. Kent, came to the spot about two o'clock in the afternoon, and assisted in getting the two waggons off the line. We resumed our journey about twenty minutes to six o'clock, and we reached Gooty at 20 minutes past seven, seven hours after the usual time. *Madras Times.*

THE STENCH ON THE BEACH AT MADRAS.—After the inspection of the native vessel the Streemoothoo Comarasswmy on Friday evening by Dr. Cornish, the Sanitary Commissioner, and Colonel Ritherdon, the officiating Municipal President, the owner of the wrecked vessel was requested to clear the bags of rice by ten o'clock on Saturday morning. The stench during Friday night was unbearable, and on the following morning it was found that a coolie had fallen a victim to the noxious gas, and his body was picked up in the hold of the wreck. Another man fainted on the spot, and he was taken up in an insensible state. The other coolies now became thoroughly alarmed, and several of them refused to work in the wreck. The owner used his best efforts to remove the bags of rice by ten o'clock on Saturday morning, but he entirely failed to remove or abate the nuisance. The stench had thoroughly taken possession of the beach on Saturday so much so, that persons were afraid to walk on the road, and business had to be conducted with closed doors and windows. Mr. T. G. Clarke was unable to take his seat in Court, and he had in consequence to call up the cases in his Chamber. Even there the smell was abominable, and certain barristers who came there on business were inclined at once to leave the place. Although eau-de-Cologne was used and the windows closed, the barristers and attorneys had their cases adjourned, and left the Court as quickly as possible. Mr. Clarke, who was the first person to take measures to remove the nuisance, sent for Mr. Sadler, and enquired of him if there were no hopes of the nuisance being abated. Mr. Clarke said that if no other means were devised to remedy the evil, he would take the responsibility of having the wreck blown up without any delay. Mr. Sadler said that it was impossible to scuttle the wreck. Mr. Clarke upon this wrote a letter to Major Dyer, the Brigade Major, in which he stated that in communication with Major Bowen, the Commissioner of Police, he had sent for the owner of the wreck and told him that the only way of removing the dangerous nuisance would be to blow up the wreck. Under the provisions of the Code of Criminal Procedure the owner was entitled to have a jury to consider the best mode of putting a stop to the nuisance, and the owner was asked to name two gentlemen to sit on the jury.—*Madras Times.*

THE CONFLAGRATION IN YOKOHAMA.

THE *Japan Evening Mail* says that when the fire broke out no one thought anything of it; but as it leaped from block to block, firing at several places at once, the danger was felt imminent. The troops in the Yedo hotel were sent into a place of safety, and several foreigners living in the French hotel removed their baggage to the Foreign Settlement. Another correspondent saw at least fifty persons carried by on stretchers, nearly all dead. Mothers threw their children away from them—into the water to be drowned or on to the ground to be burnt—and rushed on to save themselves. Two-sworded men drunk with excitement cut and hewed in all directions, and the men who were seen disabled by sword-cuts were too numerous to count. In contradistinction to this, daughters were to be seen carrying their fathers and mothers away, children just old enough to understand what was going on helped to save their parents from destruction, and what was more touching than all, was to see in the distance people fall under their burdens to be overtaken by the flames, before they could rise. The Japanese guards made short work of some Budhist fanatics who dressed in white garments, carrying long staves, attempted to force their way through the front gate of the Mikado's palace. These men on being stopped drew their swords and advanced, but the guardsmen shot down four of them, and the others were arrested.

COLLISION IN THE CHINESE SEAS.

THE Shanghai *Courier* publishes Captain Kofod's narrative of the loss of the Rona, a part of which we reproduce below. The Rona was proceeding on her voyage to Swatow, before a strong N. E. gale. The night was cloudy, and a very heavy sea running, the Rona making about 9½ knots per hour, carrying a foretopsail and foresail; at 7-40 p.m. a signal from the bridge was given indicating a light in sight, and in about from 18 to 20 seconds, the Rona was struck by the Ava on her starboard side, before the paddle-box, with tremendous force, burying her bows fully 15 feet into the Rona's hull, which caused her to fill and settle down forward almost instantly. She received three more heavy blows further aft, crushing in her broadside, and destroying the after starboard boat. Those in charge of the Ava did not think the Rona badly damaged, and contemplated heading for Amoy at once, and leaving us to follow. This was prevented only by Captain McInnes positively asserting that his ship was sinking fast. However, they allowed us to shift for ourselves, as they never so much as lowered a boat to our assistance until too late; but left us to save 110 lives in 3 boats, which could not under the most favourable circumstances have carried more than 75 men, and the greatest miracle to me is that we managed to get all the boats clear of the wreck without being stove in, it then lying in the trough of the sea, a helpless mass with the sea making clean breaches over it. After a hard struggle our three boats reached the Ava, where the most of us had to make the best we could of a single rope to climb the side of the immense ship rolling about in a heavy sea. It was there Dr. Thompson lost his life. After we were all on board, a small boat was lowered from the Ava just in time to see the unfortunate Rona disappear with all then remaining on board. That boat took one Chinaman off one of the Rona's boats that had broken adrift before he could get a rope. Ropes seemed very scarce about the Ava. My boat drifted from under her cathead to her after gangway before a rope was thrown to us; then an English gentleman on board threw us one. About five minutes after the Rona disappeared (8-20 p.m.), the Ava's boat was hoisted up without search being made for any possible unfortunate floating about after the sinking of their vessel; she was put before the wind and a course shaped for Amoy, where we arrived safely at 11-30 a.m. on the 15th inst.

THE Ava is a Messageries mail, and some excitement was caused in Hongkong by her detention in Hongkong by the agents of the Rona until she gave them security for 200,000 dollars, the amount claimed in an action in the Vice-Admiralty Court.

Some animated correspondence has passed in the daily papers regarding the collision between the steamers Ava and Rona. An impression was conveyed by the statement of a person saved from the latter ship, that the captain of the Ava had neglected any effort to save life from the sinking steamer. Capt. Rousseau, however, replies that he had to attend to his own ship, which was so seriously damaged that he apprehended he might have to beach her, and that the Rona's people should have tried to save their comrades in the boats in which they escaped, whereas they sent these adrift. The case is likely, after all, to be tried before the French Consul-General at Shanghai.

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